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## SECTOR 9 — CHART INFORMATION

## SECTOR 9

### EAST COAST OF RUSSIA—MYS PESCHANYY TO KOREA

**Plan.**—This sector describes the E coast of Russia in sequence SW from Mys Peschanyy, in the SW part of the Tatar Strait, to the N border of Korea.

#### General Remarks

**9.1 Winds—Weather.**—During the winter the prevailing winds are from the N half of the compass rose, principally from the NW. Winds from the S begin late in March. From the middle of June to the middle of August is the rainy season, during which rain may fall continuously for about two weeks. Clear and warm weather with warm nights lasts from September until the middle of October, when the morning frosts set in and the days become foggy. Winter commences about the middle of November.

Commencing late in April and lasting until the middle of June is a period of dense protracted fog, which renders navigation both difficult and dangerous. Frequently, when fog prevails in the offing, the shoreline is clear.

The general set of the current is S or SW at 0.2 to 0.5 knot.

Winds from the S and SW prevail during the summer. April, May, and September are months of variable winds, and October is a month of light breezes. Fresh N and NW winds are common during the winter, but calms are rare.

The season of fog begins in March and lasts until September. Fog is particularly frequent from May to August, occasionally reducing the visibility to about 0.1 mile.

Winds from the NW prevail from November to the end of January and are accompanied by high barometric pressure and low humidity. Winds from the SE, at times interrupted by variable winds or calms, prevail during the summer and are accompanied by high humidity.

Snow falls intermittently between September and May, covering the ground with a layer of precipitation 0.3 to 0.6m in depth.

The season of fog commences in the latter part of March and lasts until the middle of July. The fog is thickest at night and frequently clears during the day.

The general set of the current is SW at 0.2 to 0.8 knot.

Winds from the N prevail from the beginning of September to the end of March, and SE winds prevail for the balance of the year. The mean annual velocity, as well as the mean monthly velocity of the wind is, on the average, about 2.5 knot. Winds with a velocity of 20 knots or greater are, on the average, about 1 day a month. Typhoons do not reach the Vladivostok area, but in the autumn, when they occur in the Sea of Japan, their W semicircle winds are felt in Vladivostok, changing from E through N to NW.

The season of fog lasts from April to July, the last being the foggiest month of the year, with an average of 15 days of dense fog and 8 days of light fog. There is a total of about 50 days of dense fog with drizzle, and 25 days of light fog on the hills. Although, almost constant at night in these months, the fog usually disperses between 1000 and 1600.

The months between October and March have an average of about 2 days of fog each month.

The general set of the current is SW to S to SE at 0.2 to 0.8 knot.

Considerable amounts of drift ice may be encountered N of Mys 'Zolotoy between the months of January and April, and navigation is generally restricted to reinforced vessels.

In late December drift ice appears, generally increasing until March with fields up to 30 miles offshore. Fairly heavy ice may be encountered close inshore and within the coves along the coast from January to mid-April.

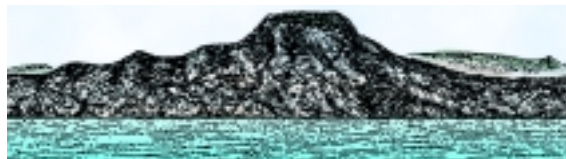
Between the months of January and March, inclusive, drift ice may be encountered up to 10 miles offshore. Unfavorable wind conditions may occasionally jam ice into the bays, but N winds quickly break it up and navigation is unrestricted even by unreinforced vessels.

That part of Zaliv Ussuriyskiy N of Vladivostok begins to freeze toward the end of December, and by the middle of January is covered by solid ice 0.6 to 0.8m thick. To the S of Vladivostok the ice is frequently broken up by the action of the wind and sea and undergoes continual change. During severe winters, ice up to 0.1m thick may extend across the entrance of the bay between Ostrov Askol'd and Arkhipelag Yevgenii, but icebreakers keep the shipping lanes open between Nakhodka and Vladivostok.

**Caution.**—Several dangerous, restricted, or Russian regulated areas lie in the waters described within this sector the limits of which may best be seen on the chart.

#### Mys Peschanyy to Mys Belkina

**9.2 Mys Peschanyy** (48°27'N., 140°11'E.), the E extremity of a low, broad sandspit, projects from the coast between two steep cliffs. Two small lakes lie within the sandspit. A light is shown from a tower on the point and a radiobeacon is situated at the tower.



**Gora Petra from ESE, distant 6 miles**

Gora Petra, a conspicuous table-topped mountain 379m high, rises about 2 miles W of the point and forms a good mark from the offing. A 613m mountain rises about 3 miles W of Gora Petra.

Mys Uspeniya, the steep-sloped seaward termination of a mountainous spur, is located about 9 miles SW of Mys Peschanyy and is backed about 2.5 miles to the W by the

conspicuous sharp-peaked summit of Gora Dubovaya, rising to a height of 472m. High trees give the point a dome-shaped appearance.

About 3 miles N of Mys Uspeniya and 1 mile inland is a sharp-pointed triangular cliff, 371m high, which forms an excellent mark from seaward, especially from the N and S.

The coast to the SW of Mys Uspeniya is low-lying with beaches of sand and pebbles. The mountains range inland for some distance from the coast and attain elevations of 800 to 900m. At Mys Icha, about 8 miles SW of Mys Uspeniya, the mountains again rise near the coast and the shore becomes more foul with numerous above and below-water rocks.

Bukhta Adzhimi, a small, shallow, open bight about 10 miles SW of Mys Icha, is entered between Mys Vstrechnyy, a low point marked by a white triangular beacon, and a point 0.7 mile NNE. Numerous rocks lie up to 0.2 mile off the entrance points, and rocks with depths of about 4.3m lie in the fairway. Only small vessels can enter and obtain shelter from W winds.

**9.3 Mys Krestovozdvizhenskiy** (47°58'N., 139°32'E.), a densely wooded point lying about 29 miles SW of Mys Uspeniya, is the termination of a narrow, moderately high ridge extending in an E direction with numerous fringing rocks. A light is shown from a framework tower on the point. A framework beacon, 13m high, stands about 0.2 mile WSW of the point.

Gora Krestovozdvizhenskiy, an isolated hill, is conspicuous, 213m high, and rises about 1 mile W of the point.

Bukhta Grossevichi, on the N side of Mys Krestovozdvizhenskiy, is a small bight completely exposed to the E. Anchorage may be obtained by large vessels with the beacon on Mys Krestovozdvizhenskiy bearing 225°, distant 1 mile, in a depth of 10m, or closer in with the same beacon bearing 215°, about 0.5 mile from the point, in depths of 9 to 10m.

Gora Dzhari, 116m high, dark, wooded and round, is located on the shore of the bay about 1 mile NNW of Mys Krestovozdvizhenskiy and forms a good mark for entering. A rocky spit marked in the navigational season at its outer end by a red spar buoy, extends about 0.7 mile offshore, approximately 1.5 miles NE of the same point. Caution is necessary in thick weather as Gora Krestovozdvizhenskiy is reported to be easily mistaken for Gora Dzhari.

The coast, which extends SW from Mys Krestovozdvizhenskiy, is generally low and sandy with some rocks close offshore. The hills backing the shore are fairly low and sloping and there are no good anchorages for vessels from here to Mys Zolotoy. Several shallow rivers enter the sea along this part of the coast, but most are accessible only by small craft.

Bukhta Nel'ma, a small bay located about 24 miles SW of Mys Krestovozdvizhenskiy, is formed by two high steep entrance points with sandy shelving shore between. Reka Nel'ma, with its mouth in the NW part of the bay, is fronted by a bar with a depth of 1.8m. Inside the river widens and increases its depth to about 3.7m. It can be ascended for about 1 mile by vessels able to cross the bar.

**Anchorage.**—Anchorage can be taken in the bay by small vessels with local knowledge in a depth of 7m, sand, about 0.4

mile SW of the N entrance point. Vessels approaching this anchorage should give the W side of the bay a prudent berth.

Mys Ptichiy, a cliffy point about 8 miles SSW of Bukhta Nel'ma, is bordered by numerous rocks and shoals. Gora Skalistaya, an isolated mountain, 508m high, rises close within a coastal precipice 1 mile SW of Mys Ptichiy and forms a good mark from the offing.

Reka Luda, which is entered about 4 miles SSW of Mys Ptichiy, is a shallow river fronted by a bar with a depth of 0.6m. Depths of 5.5m and less extend up to 0.3 mile offshore in the vicinity of the entrance, gradually shelving seaward.

**Anchorage.**—Vessels with local knowledge can take anchorage off the entrance in good weather, about 0.5 mile S of Mys Luda in depths of 11 to 13m, sand.

The coast to the S of Reka Luda becomes higher and more rocky altering to the SW at Mys Tumanny, a steep prominent cape about 3.5 miles from the river. From the latter point to Mys Zolotoy, about 6 miles to the SW, the coast is formed by the steep SE side of an elevated ridge which reaches its summit at Gora Olen'ya, a 502m conspicuous peak, rising about 3.5 miles N of Mys Zolotoy.

**9.4 Mys Zolotoy** (47°19'N., 139°00'E.), a conspicuous high steep cliff, is the E extremity of an elevated peninsula projecting about 2 miles SE from the general trend of the coast. Mys Syufren, sheer and higher than Mys Zolotoy, is the S extremity of the above peninsula and is bordered by reefs and rocks extending up to 0.5 mile offshore between the two points. A light is shown from a tower on Mys Zolotoy; a radiobeacon is situated at the light.

The entire cape can be identified by the termination of the cliffs W of Mys Syufren, the light structure on Mys Zolotoy, and the proximity of Gora Olen'ya, about 3.5 miles to the N.

Bukhta Syufren, an open bight on the W side of Mys Syufren, is penetrated at its head by Reka Ademi, a narrow shallow river with several huts near its mouth. The W shore of the bay is sloping and wooded, while the E shore is bluff and rocky. Depths of 7.3m and less extend up to 0.4 mile off the W shore, but only 0.1 mile off the E part of the N shore. A 9m shoal lies about 1.7 miles SW of the river mouth.

**Anchorage.**—Anchorage, protected from NW through NE winds, can be taken in Bukhta Syufren about 0.5 mile S of the mouth of Reka Ademi in depths of 9 to 11m, sand. The anchorage should be vacated on any indication of increasing S or E winds.

Reka Samarga, a swift river which discharges about 8 miles SW of Bukhta Syufren, has a depth of about 1.8m over the constantly shifting outer bar and is used frequently for rafting timber to the lumber mills at Nazarovka. There is a strong stream from the river which attains a rate of 6 knots. The roadstead off the entrance is completely open and its use is dependent on the weather. The slightest swell causes the river bar to break heavily, interrupting operations and causing discomfort at the anchorage.

**9.5 Mys Gladkiy** (47°09'N., 138°43'E.), a low point with some huts on it, is located about 16 miles SW of Mys Zolotoy and contains the mouth of Reka Yedinka. The land backing this part of the coast is mountainous, rising to 813m about 6 miles W of the point. Another prominent peak, with a height of

686m, rises about 1.5 miles E of the above-mentioned mountain and the two together form a good mark from offshore.

The coast to the SW of Mys Gladkiy is low and swampy with sandy spits paralleling the shore and forming shallow bays within. Reka Toropygina, a narrow stream discharging about 16 miles SSW of Mys Gladkiy, is entered between two high bluffs forming the outer points of a slight coastal indentation. The mouth of the river is low and sandy with a coastal bar of about 0.9m fronting the entrance, but with depths of 5.5m about 0.3 mile offshore.

**Anchorage.**—Anchorage can be taken by vessels, during offshore winds, about 0.6 mile off the entrance of Reka Toropygina in depths of 12 to 13m, sand and stone. The anchorage is not safe in any winds from the E.

Mys Gilyak, the S point of a line of steep cliffs extending 4 miles from Reka Toropygina, is bordered by rock and stone. Numerous rivers and streams enter the sea to the S of the point and occasionally a fishing village is situated at the mouth.

About 7 miles SSW of Mys Gilyak, in the coastal cliff, is a cave which is very prominent from seaward, as is also a cairn of stones on a nearby hill resembling a pedestal from a distance.

Bukhta Plitnyak, a cove located about 12 miles SSW of Mys Gilyak and 9 miles N of Mys Sosunova, has shores which are low and marshy, with a sandy beach at its head where Reka Plitnyak discharges. A reef extends about 90m off Mys Plitnyak, the N entrance point, and the mouth of the river at the head of the cove is obstructed by a bar with a depth of 0.3m.

**Anchorage.**—Anchorage can be taken in good weather by vessels with local knowledge about 0.2 mile SE of Mys Plitnyak in a depth of 13m, sand. Caution is necessary as the depths shoal rapidly inshore of the anchorage.

The coast to the S of Bukhta Plitnyak becomes almost immediately steep and cliffy with the mountains close within the shore. Gora Kants, rising to 597m about 3 miles SSW of the town of the same name, has a sharp summit and is conspicuous from seaward. It is the N peak in the range extending from Mys Sosunova.

Mys Baklaniy, high and precipitous, is located about 6 miles S of Bukhta Plitnyak and is bordered by numerous rocks. Gora Baturina, 464m high, rises about 2 miles WSW of the point and has a somewhat rounded summit.

**9.6 Mys Sosunova** (46°32'N., 138°21'E.), a hilly and bluff cape lying about 3.8 miles S of Mys Baklaniy, extends at its NE end into a narrow wedge of moderate height. Within and to the N of the point, Reka Svetlaya discharges through a rocky outlet about 0.1 mile wide, which is obstructed by a bar with depths of less than 1.8m. Two sets of range beacons situated within the river lead over the bar and between the entrance spits to the channel within. A light is exhibited on Mys Sosunova; a radiobeacon transmits from the lighthouse.

A reef extends 0.2 mile E from the point. Vessels should give the reef a berth of at least 0.3 mile.

**Anchorage.**—Anchorage, with protection from NE or SW winds, can be obtained by small vessels on either side of the previously described reef, or in depths of 11 to 15m, 0.3 mile NE of the mouth of the river. The settlement of Svetlaya, with

buildings on both banks of river just within the entrance, can be identified by the radio towers in its N part.

Gora Veselaya, 478m high, and Gora Ploskaya, 523m high, both fairly conspicuous, are located about 3 miles and 7 miles WSW, respectively, of Mys Sosunova. A high unnamed peak of 950m rises about 11 miles WSW of the same point and is a good mark in clear weather.

The coast from Mys Sosunova to Mys Olimpiady, about 20 miles SSW, is high and rocky with numerous hills closely backing the shore. Gora Karpaty, 849m high, with a bare conspicuous summit, rises about 9 miles NW of Mys Olimpiady and is the best landmark along this section of the coast. A white wooden beacon, 13m high, stands on the NE extremity of Mys Olimpiady.

**Anchorage.**—Anchorage, sheltered from S and W winds, can be taken about 1 mile N of Mys Olimpiady in depths of 11 to 12m, sand. Caution is necessary as a 4.6m rocky shoal, the position of which is doubtful, lies about 1 mile N of the anchorage.

Mys Maksimova, a rounded, rock-fringed point, is located about 13 miles SW of Mys Olimpiady. Reka Kkhutsin discharges to the sea about 2 miles N of Mys Maksimova. It is fronted by a bar with depths of 0.9 to 1.2m, but the bar shifts after heavy rains that sometime inundate the low surrounding area.

**Anchorage.**—Anchorage, tenable only during W winds, can be taken off the mouth of Reka Kkhutsin, clear of and SW of the coastal reef which lies in this area. The town of Kkhutsin lies about 2 miles W of the entrance to the S branch of the river, but boats usually can only cross the bar when the sea is calm.

The coast to the SW of Mys Maksimova again becomes cliffy and precipitous with the mountains rising close inland. Reefs and rocks with beds of kelp border the shore nearly to Mys Belkina, 18 miles SW, and there are no good anchorages in the vicinity.

Gora Grebenchataya, rising to 381m about 7 miles SW of Mys Maksimova, is located only 0.5 mile inland and is quite conspicuous. Gora Tri Brata, located about 4 miles WSW of Gora Grebenchataya, rises to a height of 742m and shows three peaks of almost equal elevation when viewed from the S.

## Mys Belkina to Zaliv Ol'gi

**9.7 Mys Belkina** (45°49'N., 137°41'E.), considered to be the SW entrance point of the Tatar Strait, is a high cliffy cape prominent to the NE and is closely backed by high land. The cape is an excellent landmark because it is the N termination of a long line of cliffs extending about 10 miles to the SW. A light is shown from Mys Belkina and a radiobeacon transmits from the lighthouse.

Reka Amgu, discharging through a low sandy strip about 1 mile NNW of Mys Belkina, is fronted by a bar with a depth of 0.3m and can be entered only by boats with local knowledge.

**Anchorage.**—Anchorage, sheltered from winds from NW through N to S, can be taken about 0.8 mile NE of the river

mouth in depths of 7 to 10m, sand. The town of Amgu lies on the N side of the entrance to the river.

The coast to the SW of Mys Belkina presents an almost continuous line of cliffs backed by high land close within. The shore is bordered by reef and rocks which lie up to 0.5 mile seaward in places and generally preclude landing or anchoring for the next 30 miles.

Mys Arka, a conspicuous cliffy point about 3 miles SW of Mys Belkina, is the seaward end of a mountainous spur which terminates in an arch-shaped erosion that forms a good mark from offshore.

Mys Aleksandra, a slightly projecting point about 13 miles SW of Mys Belkina, lies immediately S of a low river valley which is quite discernible from seaward because of the cliffy coasts to the NE and SW.

Gora Tumannaya, which rises to 801m about 4 miles W of Mys Aleksandra, is located only 1.5 miles inland and forms a good mark from offshore.

Mys Bol'sheva, a cape located about 12 miles SW of Mys Aleksandra, is formed by a slight projection comprising three separate hills. On a clear day the mouth of Reka Kolumbe, which discharges about 2 miles N of the cape, can be identified by a fairly conspicuous dark pillar rock which lies in a position 0.5 mile NE of the river entrance and resembles a monument.

**Anchorage.**—The town of Kolumbe, situated on the N and higher bank of the river, has several warehouses, and vessels with local knowledge can anchor E of the entrance in good weather.

**9.8 Bukhta Takema** (45°27'N., 137°12'E.), a bight in the coast located between Mys Dal'niy to the NE and Mys Vidny to the SW, is completely exposed to the SE and is useful only in calms or moderate offshore winds. Reka Kema, which discharges at the head of the bay, flows through a wide valley and into a delta before entering the sea. It is navigable only by small craft.

**Anchorage.**—Anchorage can be obtained 1 mile SE of the mouth of Reka Kema in a depth of 7m.

**Mys Shantsa** (Mys Mayachnyy) (45°23'N., 137°09'E.), a conspicuously elevated cape lying about 6 miles SW of Bukhta Takema, is covered with vegetation near its summit and from the offing has the appearance of a fairly high plateau with a precipice on the seaward end. The cape is the seaward termination of a coastal range which rises to Gora Uzlovaya, a mountain having an elevation of 909m, about 8 miles to the WNW. A light is exhibited on Mys Shantsa.

The coast to the SW of Mys Shantsa consists of broken low cliffs backed by numerous hills between which several streams and rivers flow to the sea. The shore is fringed by rocks which lie in some places nearly 0.5 mile seaward of the cliffs, but in the lower areas there is an occasional fishing settlement which can be approached by boats on calm days.

Mys Nadezhdy, about 11 miles SW of Mys Shantsa, is a slightly projecting cape which is relatively inconspicuous, but a line of cliffs about 2 miles farther SW can more easily be identified from seaward.

Gora Tygrovaya, rising to 818m, and Gora Ostraya, rising to 787m, are two fairly conspicuous peaks which are located

about 5 miles W and 5 miles NNE, respectively, of Mys Nadezhdy.

Bukhta Tavayza, a small bight which slightly indents the coast about 9 miles SW of Mys Nadezhdy, is entered between Mys Tavayza, high and cliffy, and another cliffy point about 1.5 miles NNE. Both entrance points, and a blunt projection between, are fringed with rocks to about 135m offshore, but the beach in the vicinity of Tavayza, in the S part of the bight, is clear and sandy. A beacon stands on Mys Tavayza.

**Anchorage.**—Anchorage during calms or moderate offshore winds can be taken for a short period of time in depths of about 12m, sand, about 0.5 mile ESE of the shore near the middle of the bight.

**Caution.**—Magnetic variation of 9°W to 12°W was reported (1971) along a line extending from Bukhta Tavayza to a position about 1.8 miles N of Mys Yegorova. The line lies up to 3.5 miles offshore.

**9.9 Mys Mosolova** (45°06'N., 136°46'E.), a cliffy cape of considerable height, lies about 23 miles SW of Mys Shantsa. It is formed by the seaward termination of a series of terraces on the E slope of Gora Abrek, a ridged mountain rising to a height of 626m a little over 1 mile W of the cape. Mys Mosolova and Gora Abrek are very conspicuous and can be discerned from a considerable distance offshore.

Bukhta Terney (Bukhta Serebryanka), a small oval and shallow bay, about 6 miles SW of Mys Mosolova, is entered between two cliffy and precipitous capes, namely Mys Pervenets to the NE and Mys Strashnyy to the SW. The entrance, which is about 0.5 mile wide, has a bar with depths of less than 1.5m which can only be crossed during good weather by boats with local knowledge. A light is exhibited on Mys Strashnyy.

**Anchorage.**—Anchorage during calms or moderate offshore winds can be taken in depths of 9 to 10m, 0.3 mile ESE of the river mouth. There is no shelter here from NE winds which cause a very heavy sea.

Gora Stolovaya, a conspicuous peak rising to a height of 952m, is located about 8 miles N of Mys Strashnyy and makes a good mark when approaching Bukhta Terney from the S.

A slatted white rectangular beacon, 13m high, is erected on the NE extremity of Mys Pervenets.

The coast from Mys Strashnyy to Mys Severnyy, about 6 miles SW, is cliffy and fissured and consists mostly of boulders and shingle at the shoreline. Gora Sakharaya Golova, a sharp peaked mountain resembling a pointed cone, rises to 743m about 5 miles WSW of Mys Strashnyy and forms an excellent mark from seaward.

Bukhta Koumbe, a shallow oval-shaped bight, indents the coast between Mys Severnyy and Mys Blagodatnyy, a bold cliffy point about 1.5 miles SSW. Depths in the entrance are 18 to 20m, decreasing very gradually to the W shore, which is clear of dangers and steep-to. A dangerous reef, detached and awash, lies up to 0.5 mile SSE of Mys Severnyy and must be avoided by vessels entering the bay. This shoal is steep-to on its seaward side and the sea breaks on it during a swell, but during calms and at HW this danger may be indiscernible.

**Anchorage.**—Anchorage during calms or moderate offshore winds can be taken in 16 to 18m, sand, in Bukhta Koumbe

midway between Mys Blagodatnyy and the detached reef off Mys Severnyy.

Gora Verolyud, rising to 1,160m about 8 miles WNW of Mys Blagodatnyy, has a conspicuous saddle-shaped summit, and being one of the highest mountains on this part of the coast makes a good mark in clear weather from a considerable distance offshore.

**9.10 Mys Yegorova** (44°47'N., 136°27'E.), a precipitous cape, 75m high, is the SE extremity of a rugged peninsula which extends about 3 miles seaward from the main coast. The outer limits of the cape are surrounded by rocks and its shores are generally cliffy. A light is shown from Mys Yegorova; a radiobeacon transmits from the lighthouse.

Zaliv Rynda, entered between Mys Yegorova and Mys Yakubovskogo, about 5 miles SW, is divided by Mys Astasheva, a cliffy promontory, into two bays, Bukhta Dzhigit and Bukhta Plastun. A light is shown from Mys Yakubovskogo.

The shores of Bukhta Dzhigit are bluff, rocky, and nearly steep-to, except at its head where Reka Yevdukhz discharges through a broad marshy valley into an area of sandbanks and bars. The bay affords good shelter, except from SE winds, and vessels may obtain anchorage in 11m, sand, about 0.6 mile from its head off either the E or W shore, depending on the weather. Klyuchi, a fishing town of considerable size, is situated on the S branch of Reka Yevdukhz.

Bukhta Plastun, the shores of which are high and rocky, affords good shelter, except from the E, to vessels with local knowledge. The entrance to the bay is prominent, as on each side are pinnacle rocks, high and isolated, one off the N entrance point being very conspicuous.

Gora Sredniy Plastun, a conspicuous conical peak, rises to 550m about 5 miles NW of Mys Yakubovskogo and forms a good mark for making Zaliv Rynda.

The coast to the SW of Mys Yakubovskogo is formed by a row of high cliffs which extend for about 5 miles before ending in a prominent red precipice, the summit of which is marked by a conspicuous crevice. Farther to the S the elevations drop markedly to low cliffy formations at Mys Rassypnoy, the N entrance point of Bukhta Oзера, a small bay with a narrow entrance requiring local knowledge. Kekur Naklonnyy, a pillar rock located close to the coast about 2 miles S of Mys Rassypnoy, forms a good mark for vessels in the vicinity. Several other rocks lie close offshore E of Mys Yelagina.

**9.11 Mys Groznyy** (44°32'N., 136°11'E.), formed by the seaward end of a coastal mountainous spur, terminates at the cape in a barren precipitous cliff rising steeply from the sea. A comb-shaped ridge of cliffs midway along the seaward slope of the cape forms a good mark conspicuous from NE and SW.

The coast to the SW of Mys Groznyy is much higher than that immediately to the N and generally consists of rows of sparsely covered cliffs, continuous until Mys Signal'nyy, the N entrance point of Zaliv Oprichnik.

Zaliv Oprichnik, about 9 miles WSW of Mys Groznyy, is entered between Mys Signal'nyy, from which a light is shown, and Mys Rifovy, about 1.5 miles WSW. Both entrance points

are high and rugged, but the shores of the bay are low-lying, and covered with grass, except the N side which is elevated and wooded.

**Anchorage.**—Anchorage during calms or SW winds may be taken off the town of Kamenka by small vessels with local knowledge in depths of 9 to 11m, sand, about 0.3 mile W of Mys Signal'nyy. The depths in the bay are fairly steep-to, there being about 3.7m close to the N shore. Small craft can moor at the town.

**Mys Brinera**, (44°20'N., 135°50'E.) a cliffy cape located about 10 miles SW of Mys Signal'nyy, is formed by the NE extremity of Gora Brinera and terminates in a conspicuous twin-peaked cliff which appears from a distance as a sharp pointed island. To the N of the cape, and about 135m offshore, are two columnar rocks 6 to 9m high, known locally as Dva Pal'tsa meaning Two Finger Rocks. They are conspicuous from the SE, but from N the dark background of the cliffs prevents them from being easily identified. A light is shown from Mys Brinera and a radiobeacon transmits from the lighthouse.

**9.12 Bukhta Rudnaya** (Bukhta Tetyukhe) (44°21'N., 135°50'E.) ([World Port Index No. 60790](#)), entered between Mys Brinera and a blunt point about 1.5 miles to the N, is completely exposed to the E, but offers protection from offshore winds. The depths at the entrance are about 18m, but the bottom shelves rapidly toward the shores and in the central part of the bay depths are 7 to 8m.

The small port of Rudnaya Pristan, situated on the N shore of Bukhta Rudnaya, serves the mining industry in the area. There is a wooden barge pier, with about 2.4m at its head, situated at the town and a smeltering plant with several buildings and tanks is situated about 0.3 mile W of the pier.

**Anchorage.**—Anchorage can be taken during calms or offshore winds in the middle of the entrance to Bukhta Rudnaya in a depth of 17m, sand, with Mys Brinera bearing 198°, distant 0.5 mile. Local knowledge is necessary. Vessels anchoring in this bay should have engines on standby and should not anchor within a line joining the entrance points of the bay. There is no shelter from the E winds which are prevalent from April to October, and during winter NE winds may bring snowstorms and untenable conditions to the anchorage.

The coast from Mys Brinera trends SSW for about 5 miles to a high cliffy unnamed cape which has bare red rocks in places. The coast then trends SW about 9 miles, with precipitous cliffs and rocky shores, to Bukhta Zerkal'naya, a fairly large bight completely open to the E. The N and S entrance points of the bight are formed by high capes generally bordered by reefs and rocks, but the head of the bay is low and sandy, being intersected by Reka Lafule, a shallow river used for rafting timber.

**Anchorage.**—Good anchorage, protected from offshore winds, is reported to be available in Bukhta Zerkal'naya in depths of 13 to 15m, sand, about 0.5 mile SE of the mouth of Reka Lafule.

**Mys Yuzhnyy** (44°02'N., 135°38'E.) is the SE extremity of a 1.5 mile long peninsula which terminates in two steep, barren, and yellow cliffs of similar height. From the N, the point



appears as two points. It forms an excellent landmark especially from the N and E, but from the S may not be identifiable until fairly close in. A light is shown from Mys Yuzhnyy.

Banka Yuzhnaya, a circular shoal about 0.5 mile in diameter and having a least depth of 2.4m, lies about 0.7 mile S of Mys Yuzhnyy. The seaward edge of the shoal is steep-to and a short distance off there are depths of 20m.

The coast from Mys Yuzhnyy trends WSW and then S for about 9 miles to Mys Balyuzek. The mountains along this part of the coast recede inland and the hills located close to the shore attain only moderate heights. Numerous small valleys fissure the shore where they terminate in sandy beaches separated from one another by cliffy areas.

Mys Balyuzek, the S extremity of Poluostrov Balyuzeka, is a smooth undulated peninsula connected to the mainland by a low isthmus, the central part of which is nearly cut by a lagoon. The E side of the peninsula, which attains a height of 106m, is bordered by rocks and foul ground up to 0.5 mile offshore. A light is shown from a tower on Mys Balyuzk and a radiobeacon is situated at the light.

**9.13 Zaliv Vladimira** (43°54'N., 135°31'E.), the entrance of which lies between Mys Balyuzek and Mys Vatovskogo, about 1.2 miles to the S, indents the coast in a protected kidney-shaped formation which provides excellent anchorage sheltered from nearly all winds. The gulf is divided into two main bays, namely Bukhta Severnaya in the N, and Bukhta Yuzhnaya in the S, the two being separated on the W side by a cliffy nob-head projection known as Poluostrov Rudanovskogo. When the gulf is approached from ENE, a conspicuous cone-shaped peak, 470m high, can be seen rising between the entrance points and over the latter peninsula.

Bukhta Yuzhnaya, entered between the W side of Mys Vatovskogo and Poluostrov Rudanovskogo, has general depths of 16 to 22m within, but the entrance channel, marked by buoys, is narrowed to 0.2 mile by a shoal with depths of less than 5.5m on the E side.

**Anchorage.**—Anchorage protected from S and E winds, which prevail in summer, can be taken in 13 to 18m, sand off the E shore of the bay.

**Caution.**—The offshore area, charted about 3 miles E of the coast between Banka Yuzhnaya and Mys Nizmenyy is a formerly mined area which has been swept and is considered safe for surface navigation.

Bukhta Severnaya, formed by the N recess of the gulf, is entered between the W side of Mys Balyuzek and Poluostrov Rudanovskogo and has general depths of 16 to 27m. Veselyy

Yar, situated on the N shore at the head of the bay, is a small village in which is situated a chemical plant, reported to be lighted at night, and serving as a conspicuous mark on the dark shores of the bay.

**Anchorage.**—Anchorage, protected from NE and NW winds which attain strength in the winter, can be taken off the N shore of Bukhta Severnaya in depths of 16 to 22m, sand. There is a pier at Veselyy Yar, although cargo is handled at the anchorage. Broken ice may be encountered between the middle of December through the end of February.

**Caution.**—Zaliv Vladimira has been reported to be a naval area closed to foreign vessels and no attempt should be made to enter the bay without permission from the proper authorities.

The coast to the S of Mys Vatovskogo is composed of a conspicuous wall-like formation of gray, barren cliffs of considerable height. Mys Chetyrekh Skal, four large columnar rocks, with several smaller ones between them, extends 325m from the coastline, about 4 miles S of Mys Vatovskogo, and forms an excellent landmark from N or S.

Mys Sobora, the extremity of a small promontory about 9 miles SSW of Mys Vatovskogo, can be identified by a red cliff which from a distance appears as a cathedral. A light is shown from Mys Sobora. Mys Skalistyy, about 4 miles SW of Mys Sobora, is 253m high and precipitous.

**Caution.**—An ammunition dumping area, the limits of which are shown on the chart, lies about 16 miles E of Mys Sobora.

**Mys Shkota** (43°41'N., 135°18'E.) is located about 4 miles SW of Mys Skalistyy.

Ostrov Chikhacheva lies about 0.4 mile S of Mys Shkota and rises to a height of 117m. A reef extends about 0.3 mile N from the islet. A light is shown from a tower with a dwelling on the S side of the islet.

### Zaliv Ol'gi (43°43'N., 135°15'E.)

World Port Index No. 60770

**9.14** The entrance to Zaliv Ol'gi, a small lumber port, lies between Ostrov Chikhacheva on the E side and Mys Manevskogo about 4 miles to the SW. The W side of the bay consists of hills up to 300m high, covered with trees and bushes. The E side of the bay consists of a high peninsula with steep shores.

The area is important for the mining of copper, zinc, manganese and lead.



Zaliv Vladimiri from ENE

**Winds—Weather.**—Winds from the NW prevail from November through the end of January and are accompanied by high barometric pressure and low humidity. Winds from the SE, at times interrupted by variable winds or calms, prevail during the summer and are accompanied by high humidity. Snow falls intermittently between September and May, covering the ground with a layer 0.3 to 0.6m deep.

The season of fog commences in the latter part of March and lasts until the middle of July. The fog is thickest at night and frequently clears during the day.

**Ice.**—The N part of the bay, except off the mouth of Reka Avvakuma, is frozen from December to February. The S part of the bay is only occasionally covered with a thin layer of ice. Gavan' Tikhaya Pristan' is frozen from the middle of November until the middle of April, an average period of 160 days, the ice being 0.6m thick.

**Tides—Currents.**—The mean tidal range at Ol'ga is about 0.6m. The tidal currents are imperceptible, except in the inner channel where they occasionally are swift and treacherous. The ebb current causes an eddy off Mys Sakena.

**Depths—Limitations.**—Depths in the entrance to Zaliv Ol'gi are deep, with the exception of Banka Petrova which has only 1.5m, and lies about 0.6 mile E of Mys Mramornyy. This bank, which is marked by a lighted buoy, breaks occasionally. This buoy is reportedly removed in the winter and can not be relied upon.

The upper part of the bay has general depths of 11 to 20m, but is shoal on its W side off the mouth of Reka Avvakuma.

The channel connecting Zaliv Ol'gi with Gavan' Tikhaya Pristan' has a reported depth of 7.5m. Within the inner harbor there are general depths of 6.5 to 10m, but the E section is shoal with less than 1.8m.

Ol'ga harbor facilities, consisting of a 122m long floating pier and lumber storage areas, are situated on the N side of the W end of the channel to Gavan' Tikhaya Pristan', and with a depth of 7.5m alongside, can accommodate vessels of about 5,000 dwt.

**Aspect.**—In addition to the light on Ostrov Chikhacheva, the island itself forms an excellent mark. Gora Sakena, the SW peak of a lofty peninsula extending to the NE, rises to a height of 575m about 1.5 miles N of Ostrov Chikhacheva and forms a good landmark in clear weather.

Ostrov Bezmyanny, 11m high, lies on the W side of the fairway about 1 mile NNW of Banka Petrova and is steep-to on its E side.

Kamni Dra Brata, two rocks above-water, lie at the head of the bay and are conspicuous.

The coast N of Mys Manevskogo is cliffy with large marble cuts at Mys Mramornyy, 1.5 miles to the N. This stretch of shore is very conspicuous when approaching from the E. Vessels approaching from the S will also sight Chernyy Vodopad, meaning "black waterfall", a black vertical stripe in the cliff SW of Mys Manevskogo that appears from a distance as a cascade.

**Regulations.**—Zaliv Ol'gi is a port of entry only for vessels granted prior permission to enter. No pilots are reported available. Vessels are required to board a local official in the vicinity of the entrance to the bay. This official may act as a pilot.

**Anchorage.**—The best anchorage available for vessels allowed to enter is near the head of Zaliv Ol'gi in a depth of 20m, mud, with Mys Sakena bearing about 163° and Mys Chudinova bearing 057°. Although, strong NW and W squalls develop above the valley of Reka Avvakuma during the autumn, the height of the E shore takes the strength out of them, so that vessels can ride securely at this anchorage.

**Caution.**—It has been reported that silting takes place annually from the discharge of Reka Avvakuma in the NW corner of the bay.

## Zaliv Ol'gi to Zaliv Nakhodka

**9.15** The coast from Mys Manevskogo, the W entrance point of Zaliv Ol'gi, trends generally SSW for about 8 miles to Mys Nizmennyy, with Bukhta Tamokhedza and Mys Kekurnyy, a gray cliffy point, between. Numerous rocks lie scattered along this part of the shore, which is generally high, and the elevations increase to the S from the only low land at the head of Bukhta Tamokhedza.

Gora Piramidal'naya, a pyramid-shaped mountain rising to 627m about 3 miles W of the head of Bukhta Tamokhedza, is most conspicuous when viewed from the E and forms a good mark for vessels approaching Zaliv Ol'gi from that direction.

**Mys Nizmennyy** (43°30'N., 135°09'E.), the SE extremity of a blunt peninsula, is formed by a nearly level lowland area which terminates in a precipitous face about 49m high. Being the only stretch of lowland along this part of coast, the cape is conspicuous because of the mountains rising on either side and can usually be identified in clear weather from a considerable distance offshore. A light is shown from Mys Nizmennyy and a radiobeacon transmits from the lighthouse.



Shore W of Zaliv Ol'gi



Although Mys Nizmennyy is generally steep-to, a shoal patch, with depths of 3m and less, extends about 0.6 mile offshore 1 mile WSW of the point.

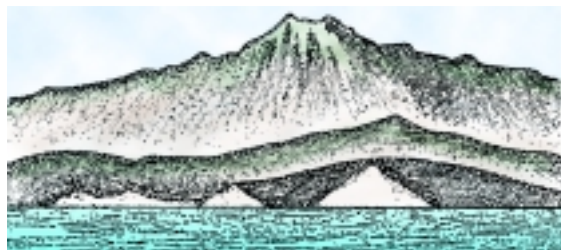
Gora Rassypnaya, the highest mountain in this vicinity, rises to a height of 710m about 4 miles W of Mys Nizmennyy and 2 miles inland. The S slope of the mountain descends directly to the coast and the summit, which is marked with white patches, forms a useful mark from offshore.

**Caution.**—An ammunition dumping area, the limits of which are shown on the chart, lies about 15 miles E of Mys Nizmennyy.

Bukhta Yevstafiya, a small bay located about 7 miles SW of Mys Nizmennyy, is entered between Mys Kudrina, a fairly low cape forming the E entrance point, and Mys Nakhval'nogo, a cliffy headland about 1.5 miles SW. Depths in the entrance average about 22m, gradually decreasing to 7m about 0.2 mile from the W shore, but the N part of the bay is foul with rocks and should be avoided.

**Anchorage.**—Anchorage, sheltered from offshore winds, can be taken by small vessels in the W part of Bukhta Yestafiya in depths of 7 to 9m, sand. Vessels should put to sea on any indication of E winds, which can drive a heavy sea directly into the bay.

The coast from Mys Nakhval'nogo trends SW with numerous conspicuous cliffs along the shore and many mountains within. In clear weather the entire area is dominated by the conspicuous double peak of Gora Lysaya rising to 784m about 9 miles W of Mys Nakhval'nogo.



**Gora Lysaya**

Skala Piramidal'naya, a conspicuous series of pyramid-shaped cliffs, light-red in color, rise to a height of 329m about 2.5 miles SW of Mys Nakhval'nogo and are the highest cliffs along this stretch of the coast.

Skala Ostraya, a cliff with a pointed summit and a yellow pillar rock near its base, is located about 2 miles SW of Skala Piramidal'naya, but is only conspicuous from the SE.

Bol'shaya Osypp', a conspicuous light-colored landslide scar, 98m high, and the only one of its kind on this coast, is located about 7 miles SW of Mys Nakhval'nogo and forms an excellent mark for vessels running close offshore.

Skala Pestraya, located about 2 miles SW of Bol'shaya Osypp', is striped and conspicuous because of a large patch W of it that has the appearance of being white-washed.

Bukhta Moryak-Rybolov (Bukhta Pfusang), lying about 10 miles SW of Mys Nakhval'nogo, is a small bay entered between two elevated capes.

The surrounding land is high and barren with the exception of the low marshy land at the mouth of Reka Petropavlovka (Reka Tatunga).

**Anchorage.**—Temporary anchorage can be taken during calms or offshore winds in depths of 7 to 9m, about 0.3 mile S of the mouth of the river.

**9.16 Mys Dal'niy** (43°18'N., 134°47'E.), the extremity of a dark conical headland, is the termination of a mountain range which reaches a height of 480m nearly 3 miles to the NNW. A high pointed rock, the shape of which resembles a shark's fin, lies close S of the cape and is conspicuous from the E. Another rock, with a depth of less than 2m, lies 2.3 miles NNE of Mys Dal'niy and about 0.5 mile offshore. A light is shown from Mys Dal'niy.



**Mys Dal'niy**

Mys Gorbatty, a rugged cliffy cape located about 3 miles W of Mys Dal'niy, is the N entrance point of Bukhta Milogradovka and can be identified by a light-colored arch-shaped vein of stratum near its base which resembles a cave.

Bukhta Milogradovka, an open bight entered between Mys Gorbatty and Mys Milogradovo, can easily be identified by the three colored vertical stripes on the seaward face of the latter cape. The two outer stripes are narrow, yellow, and high. The middle stripe is broad, white, and lower than the other two.

Reka Milogradovo, discharging at the head of the bay, has a narrow entrance with a sharp bend and depths of less than 0.6m on the bar. Within the entrance there is a fresh water lagoon, but the river is difficult of access, even for boats, due to numerous rocks and strong currents.

**9.17 Mys Krasnaya Skala** (43°14'N., 134°36'E.), a conspicuous bluff with red and yellow cliffs, rises almost precipitously from the beach to a height of 388m. The summit consists of a near vertical notch which can be plainly seen from either the NE or SW.

The coast from Mys Krasnaya Skala trends NW for 1 mile and then SW again, forming a small bight which can be identified by Peschannaya Osypp', a very conspicuous landslide scar near its W end. The continuation of the coast extending SW, backed by a coastal range attaining heights of 579m about 2.5 miles inland, and with a considerable amount of vegetation on the slopes, produces a green hue.

Bukhta Chernoruch'ye (Bukhta Taukhu), a cove indenting the coast about 8 miles SW of Mys Krasnaya Skala, is entered between Mys Zavalishina, the N entrance point, and Mys Khitrovo about 1 mile SW. The shores are steep and rocky in the outer part of the cove, but near its head there is a sandy beach forming the seaward edge of a valley which is

conspicuous from the WSW. A heavy surf is usually present along the shores of this cove and landing is very difficult.

Gora Ostraya, a sharp-pointed, conspicuous peak, rises to a height of 357m about 2.5 miles NE of Mys Khitrovo and forms a good mark on this part of the coast.

**Anchorage.**—Local vessels anchor in Bukhta Chernoruch'ye during offshore winds in a depth of 9m, about 0.5 mile off Mys Khitrovo.

Bukhta Valentina, a small bay located about 14 miles SW of Mys Krasnaya Skala, is entered between Mys Orlova, a precipitous double cliff of red granite, and Mys Silina, about 1.5 miles SW. From the S the bay can be identified by the rounded summit of Gora Golova rising to 844m, about 3 miles NW of Mys Orlova.

**Anchorage.**—Since Bukhta Valentina is completely open to the SW, it is only available for anchorage in calms or offshore winds and should only be used as a temporary anchorage. The best berth is in a depth of 9 to 11m about 0.3 mile N of Mys Silina. There is a large fishing station at Valentin near the head of the bay, but no supplies are available.

The coast from Mys Silina trends NW for about 1 mile and then SW again to Mys Krasnyy and Bukhta Kit. The shore of this indentation is generally hilly with numerous rocks lying a short distance off, the exception being Bukhta Kit, which is lower and somewhat sandy.

**9.18 Ostrov Opasnyy** (43°02'N., 134°12'E.), located about 0.5 mile off Mys Kit with foul ground between, is a rocky islet about 0.3 mile across. A reef surrounds the islet except on its SE side and it is difficult of access.

The coast from Mys Kit continues SW and is cliffy with the elevations rising to 531m at a conspicuous coastal peak about 2.5 miles WSW of Mys Tumanny. Farther SW the precipitous coast is marked by numerous yellow landslide scars and large rocks lying close offshore; only a short stretch of coast immediately N of Mys Stolbovoy, about 14 miles SW of Mys Kit, is low and sloping.

**Mys Olarovskogo** (42°52'N., 133°55'E.), a group of cliffy precipitous capes with pointed summits, is the S extremity of a curved peninsula extending about 2 miles SW from the coast. Large fragments of rocks fringe these capes on all sides and close approach is not recommended.

**Caution.**—An ammunition dumping area (disused), the limits of which are shown on the chart, lies about 12 miles SE of Mys Olarovskogo.

Bukhta Sokolovskaya, entered between Mys Ovsyankina, the W extremity of Mys Olarovskogo and Ostrov Petrova, about 4 miles to the W, is fairly deep but totally exposed to the S. The NW and N shores of the bay are hilly, but the E shore is high and sheer with numerous rocks and fissures. There is a large fishing station at Sokolovka.

**Bukhta Preobrazheniye** (42°53'N., 133°55'E.) ([World Port Index No. 60760](#)), a narrow inlet entered about 1.5 miles N of Mys Ovsyankina, is about 0.2 mile wide at its entrance, but shoal water reduces the navigable width to 45m between the 10m curves.

Ostrov Orekhova, a rocky islet 61m high, is located about 0.2 mile off the entrance to Bukhta Preobrazheniye and can be identified by the light structure on it. The channel between Ostrov Orekhova and the mainland E has a least depth of 4.3m in the fairway. The channel is about 0.2 mile wide, but is narrowed by reefs extending 100m from each side.

**Aspect.**—A mountain, 969m high, about 6.5 miles NW of Mys Ovsyankina, is the highest peak in this area and provides a good mark from the S.

The coast from Bukhta Sokolovskaya trends SW with intermittent cliffs and numerous rocks close offshore. Ostrov Petrova, 102m high, and Ostrov Beltsova, smaller and lower, about 0.5 mile NE, lie close off the mainland about 4 miles W of Mys Olarovskogo and are connected to the shore by reef. The coast is backed by a mountainous ridge extending nearly N and S, terminating in a broad peninsula the seaward extremity of which is Mys Ostrovnoy.

**Anchorage.**—Good anchorage can be taken near the head of Bukhta Sokolovskaya in depths of 10 to 15m, sand and mud. The best anchorage is with the E extremity of Ostrov Orekhova in line with Mys Ovsyankina, bearing 166°, in depths of 10 to 12m.

Anchorage can also be taken by small vessels about 0.2 mile within Bukhta Preobrazheniye, where there are depths of 9 to 11m, soft mud. The entrance is reported to be marked by lighted buoys.

**9.19 Mys Ostrovnoy** (42°48'N., 133°43'E.), the S extremity of a broad and hilly peninsula, terminates in two cliffy capes with a small cove between. Two small islets, locally known as Ostrovok Zamok, lie close together a short distance off the SW extremity of Mys Ostrovnoy and form a good mark from the SE. A light is shown from Mys Ostrovnoy and a radiobeacon transmits from the lighthouse.

**Traffic Separation Scheme.**—An IMO-adopted Traffic Separation Scheme lies off Mys Ostrovnoy. It is for the use of vessels approaching Zaliv Nakhodka and can best be seen on the chart.

**Caution.**—Foreign flag ships are restricted in use of the inshore traffic zones.

It has been reported (1999) that a stranded wreck lies 2 miles NNW of the light shown on Mys Ostrovnoy.

Bukhta Kiyevka, a large open bay totally exposed to the S, is entered between Mys Ostrovnoy and Mys Sutkovogo, a rocky precipitous cape located about 5 miles WNW. The W shore is steep and rugged, but the NE side is sandy and sloping with several barren islets located close off and bordered by rocks.

Banka Sudzukhe, a detached shoal with a least depth of 6.9m, lies in a position about 2 miles NW of the SW extremity of Mys Ostrovnoy and constitutes the primary danger to vessels entering near the E shore.

Reka Kiyevka, divided into two branches at the head of Bukhta Kiyevka, has its W and wider entrance about 1 mile NE of Mys Sutkovogo and contains depths of 0.9 to 3.7m across its mouth. Two islets, lying close together, are located close E of the W entrance point of the river, which is 27m high.

**Anchorage.**—Small vessels with local knowledge can take anchorage in calms or offshore winds about 0.3 mile SE of the

river mouth in depths of 9 to 11m, sand and mud. There are several fishing stations on the shores of the bay.

Bukhta Melkovodnaya, a small bay entered between Mys Sutkovogo and Mys Razgradskogo, a rocky cape about 1.2 miles SW, is divided at its entrance by Ostrov Khalerbe, a small islet. A reef extending from the N side of Ostrov Khalerbe to the head of the bay divides the bay into two parts, the W of which is deeper and wider.

**Anchorage.**—Small vessels with local knowledge can take anchorage in depths of 7 to 9m, sand and mud, in the center of the W portion, but caution is necessary as dangerous squalls occur in summer.

**9.20 Mys Obrucheva** (42°49'N., 133°33'E.), a high pointed cape tapering in a SW direction, is fringed at its extremity by numerous rocks extending a short distance offshore.

Bukhta Uspeniya, indenting the coast in a NW direction for about 1.5 miles, is entered between Mys Obrucheva and Mys Yakimova, about 1 mile WSW. The entrance of the bay is fairly deep, but Banka Uspeniya, with a least depth of 6.8m, lies in the W part, about 0.7 mile SE of Mys Yakimova. The N and E shores are steep-to with depths of 9m within 0.2 mile of the beach, but the W shore is rather sloping and somewhat shoal.

**Anchorage.**—Small vessels with local knowledge can take anchorage during calms or N winds in depths of about 8m, mud, in the cove which occupies the NW part of Bukhta Uspeniya. The S and SE winds which prevail here in summer send a heavy surf into the bay and render it at this time impracticable for anchorage.

The coast from Mys Yakimova trends WSW with light gray cliffs forming a series of slightly projecting points alternating with small coves. Ostrov Prizma, a conspicuous barren conical islet, about 21m high, lies close offshore about 3 miles WSW of Mys Yakimova and 0.5 mile E of the entrance to Bukhta Sambovay. From Mys Korevo, the W entrance point of Bukhta Sambovay, the coast becomes more cliffy and forms a wall-like formation for several miles.

**9.21 Mys Sysoyeva** (42°46'N., 133°21'E.), a precipitous and cliffy cape, is formed by the W slope of Gora Sysoyeva, a mountain rising within the cape to 320m. The cape is conspicuous from seaward and a pillar rock, rising from the cliffs about 1.5 miles to the E, also forms an excellent mark from offshore.

The coast from Mys Sysoyeva recedes into Bukhta Krakovka, and then extends about 3 miles W to Mys Ovseyenko. The shores of the bay are generally high and rocky with the exception of the W part where Reka Yazgou enters through an area of sandy beaches.

From Mys Ovseyenko the coast trends W for about 2 miles and then SW for 3 miles to Mys Bugristyy. A light is exhibited from Mys Bugristyy. Within these points a group of rocky islets known as Skala Kreyser lie scattered up to about 1 mile offshore, with the highest, at 40m, having the appearance of a brig under sail. The probability of uncharted submerged rocks exists in this vicinity and vessels are cautioned to give the area a wide berth.

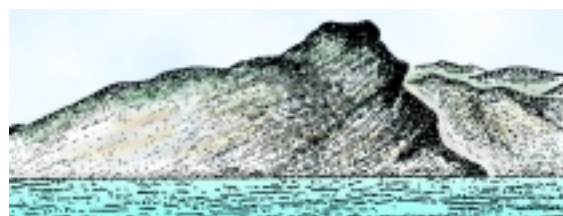
**Caution.**—Navigation is prohibited within 3 miles of Skala Kreyser.

Bukhta Spokoynaya, about 1 mile WSW of Mys Bugristyy, is entered between Mys Zelenyy and Mys Lisuchenko, about 1.5 miles SW. High bare mountains close inland on all sides of the bay render the entrance rather inconspicuous from seaward, but Gora Pamyatnik, with a summit in the shape of a conspicuous column, rises to a height of 258m about 1.5 miles NW of Mys Zelenyy and forms a good mark from offshore.

The coast from Mys Lisuchenko trends W for about 2 miles to Mys Granitnyy with facings of red or gray granite along the cliffy shore. A twin-peaked hill resembling donkey ears backs Mys Lisuchenko, and Gora Zamok, a conspicuous castle-shaped hill, rises to 224m about 1.5 miles WNW of Mys Granitnyy.



Gora Pamyatnik from SE



Gora Zamok

## Zaliv Nakhodka

**9.22** Zaliv Nakhodka, formerly called Zaliv Amerika, is entered between **Mys Povorotnyy** (42°40'N., 133°03'E.) and Mys Likhacheva about 9 miles WNW. It consists of several bays under the administrative control of the Nakhodka port authorities. The W and E shores of Zaliv Nakhodka are hilly and indented, but the head of the bay consists of a broad belt of sand. The entire area is open to the S and winds from that direction cause a considerable swell in the main portion of the bay, however, there is extensive shelter available in the nearly coastal indentations and numerous port facilities have been established here.

In addition to the designated anchorages in the main bay there are two ports and an oil terminal. These are the port of Nakhodka in Bukhta Nakhodka; the port of Vostochnyy in



**Bukhta Vrangela** (42°45'N., 133°04'E.); and the Chadaudzha oil terminal in **Bukhta Novitskogo** (42°46'N., 132°53'E.).

**Traffic Separation Scheme.**—An IMO-adopted Traffic Separation Scheme lies in the approaches to Zaliv Nakhodka and may best be seen on the chart.

**Aspect.**—Mys Povorotnyy, the E entrance point, is 61m high near its seaward extremity with a face of gray rugged rock. Within the cape the land slopes with a grassy surface before rising again to the bluffs NW that form the shore for about 3 miles to Mys Krylova. A light is shown from Mys Povorotnyy and a radiobeacon is situated at the light.

Mys Likhacheva, the W entrance point, is a lofty dark point with a serrated summit which has bands of dark and light colored strata on its S side. A light is shown from the point.

Gora Chernyy Kust, the highest mountain in the vicinity of Zaliv Nakhodka, rises to a height of 1,009m about 12 miles NNE of Mys Povorotnyy, and with a somewhat flattened summit, provides a good mark in good weather.

Gora Arseniya, a sharp-peaked mountain on the E side of Zaliv Nakhodka, rises to a height of 429m about 7.5 miles N of Mys Povorotnyy and is an excellent mark especially from the SW.

Gora Sestra and Gora Brat rise, respectively, on the E side of, and 2 miles above the entrance to Reka Patizanskaya, at the head of Zaliv Nakhodka. The first, with a height of 318m, is somewhat rounded, but the latter has a peaked summit rising to 233m. Both are steep on their W sides, but slope more gradually to the E. Being readily distinguished from the other hills in the area, these two summits are good marks when entering the bay.

Gora Popova, which is prominent, rises to a height of 160m about 1 mile NE of Mys Likhacheva, on the W side of Zaliv Nakhodka. The slopes of this hill are covered with brush and a radio mast stands about 0.3 mile NE.

There is a conspicuous white building situated on Mys Krylova on the E side of the bay.

**Regulations.**—Regulations and restrictions for entering Zaliv Nakhodka are included in the information on Nakhodka.

**Anchorage.**—Designated anchorage areas lie in Zaliv Nakhodka and may best be seen on the chart. It is reported that, in the N anchorage areas, holding ground is very poor and dragging occurs with strong offshore winds and with freshets from Reka Partizanskaya in the NE corner of the bay.

**Caution.**—Measured distances are indicated on the chart and marked by several beacons in the vicinity of Mys Povorotnyy.

Several restricted areas lie in the approach to Zaliv Nakhodka and can best be seen on the chart.

The primary danger in Zaliv Nakhodka is Banka Kreyser which lies with a least depth of 3.1m, about 4.5 miles NNW of Mys Krylova. The bank is marked by lighted buoys. Vessels proceeding into the bay are cautioned to avoid passing within 0.5 mile of its position.

## Nakhodka (42°49'N., 132°54'E.)

World Port Index No. 60730

**9.23** Bukhta Nakhodka, located in the NW part of Zaliv Nakhodka, is entered between Mys Astaf'yeva and Mys

Shefnera about 1 mile NNW. The bay contains the main harbor facilities for the port of Nakhodka and both the E and W shores are extensively quayed to accommodate ocean-going vessels. Nakhodka, which is a first port of entry for vessels which have been granted permission to enter, is also in control of the facilities at Bukhta Novitskogo and Bukhta Vrangelya.

**Winds—Weather.**—Winds from the N predominate strongly from October to March, but generally the wind is from the S in the summer. In April and May SE winds exceed all others, although the wind might come from any quarter. Gales occur on the average of 3 to 5 days per month in winter, seldom in summer, although a S gale is dangerous to shipping. Snow can be expected anytime between the end of November and the beginning of April.

Fog is most frequent in Zaliv Nakhodka during the months of June and July. Dense fog, which may last from 2 hours to three days, forms mostly at night or early morning, but during daylight hours sometimes lifts to form a low layer of cloud. Winds from the E through S to SW generally predominate during fog.

**Ice.**—Zaliv Nakhodka becomes covered with brash ice and sometimes sheet ice during the winter months, but N winds and traffic usually break it up and force it out to sea. Bukhta Nakhodka is generally frozen from January to March, but icebreakers keep the berthing areas clear. Bukhta Vrangelya freezes only at its head, where the ice lasts from mid-December to the end of March.

**Tides—Currents.**—The tidal rise in Bukhta Nakhodka is about 0.7m under normal conditions, however, strong S winds may raise the water level by 1.2m or more.

Generally, the current is not felt in Zaliv Nakhodka below Ostrov Lisiy, however, the flow from Reka Partizanskaya causes a current of 1.5 to 3.5 knots with a considerable amount of muddy water in the upper part of the bay after heavy rains.

**Depths—Limitations.**—Depths in the approaches to Nakhodka are deep. The entrance channel immediately N of Mys Astaf'yeva is reported to have a dredged depth of 10.4m, and the 21 berths in the Commercial Port have depths of 8.6 to 10.2m alongside.

The permitted draft for vessels proceeding to the commercial port is 9.1m, while for vessels proceeding to the fishing port or the passenger terminal port the permitted drafts are 8m and 8.6m, respectively. Vessels drawing over the permitted draft must obtain the harbormaster's permission prior to entry.

Vessels of 64,940 dwt and 224m in length may be handled at the port.

Chadaudzha Oil Terminal, the oil pier in Bukhta Novitskogo, has two berths able to accommodate tankers up to 100,000 dwt. Depths alongside are 12.6 to 13m.

A large base for the South Pacific geological survey fleet is under construction in Nakhodka bay; the first stage will consist of ten deep-water berths and laboratory facilities.

**Aspect.**—The main range lights, in line bearing 000°, are shown on the N shore of Zaliv Nakhodka, with the front light exhibited from a white building with a black vertical stripe and the rear light from a white tower with a black vertical stripe. Nakhodka radiobeacon is situated at the front range light.

An approach lighted buoy is moored 12 miles S of Nakhodka radiobeacon and marks the center of a roundabout at the N end of the traffic separation scheme.

Lighted Buoy "1" is moored 8 miles S of Nakhodka radiobeacon and marks the approach to the designated fairways in the bay which may best be seen on the chart.

Mys Nepristupnyy is located about 4 miles SE of Nakhodka radiobeacon at the E side of the bay. A light is shown from the point and a radiobeacon is situated at the light.

Bukhta Nakhodka range lights, in line bearing 267°54', are shown from two towers on the W side of the bay and lead through the channel close N of Mys Astaf'yeva.

Bukhta Novitskogo range lights, in line bearing 269°18', are shown, when required, from two white square towers on the W shore of the bay. Numerous oil tanks are situated on the hillsides in the vicinity of these lights.

## Zaliv Nakhodka—Navigation Regulations

**9.24** A Vessel Traffic Management System (VTMS)/Traffic Regulation Center (TRC) has been established in Zaliv Nakhodka. This is a radar control center which monitors all vessels in the area. The use of radar service by vessels is mandatory. Radar control is a 24-hour operation which monitors all movement of vessels underway and at anchor, advises them accordingly, and answers requests for information. It also can be used as a navigational guidance system.

The following mandatory regulations apply to all vessels in the area N of Zaliv Nakhodka Lighted Buoy No. 1 (42°43'N., 132°56'E.) delimited by a line connecting Lighted Buoy No. 1, with Mys Sredniy to the W and Mys Krylova on the E. These regulations became effective November 5, 1983.

**Traffic Regulations.**—Movement of vessels is controlled by the Traffic Regulation Center (TRC) situated on Mys Kamenskogo. Any vessel movement in the above specified area must be authorized by TRC. This authorization is annulled and must be requested again if it is not acted on within 30 minutes. When it is impossible to follow the regulations, vessels must report the reasons for non-compliance.

Vessels coming from sea to Zaliv Nakhodka must establish VHF radio communication with TRC on VHF channel 16. When there is no VHF radio onboard the vessel, a radio may be obtained from the pilot with a request addressed to the harbor dispatcher or to INFLOT with information regarding the approach of the vessel. In initial communication with TRC the vessel reports:

1. Vessel type and name
2. Nationality
3. Length
4. Draft
5. Port of destination
6. Type and amount of cargo

TRC may request a vessel's bearing and distance from any landmark to locate the vessel on the radar screen. TRC gives the vessel permission to enter, indicates where the pilot will board, movement schedule, anchorage, and any other necessary information.

All vessels are required to use the traffic separation scheme in Zaliv Nakhodka. A two-way traffic route is in effect in lanes No. 1, 2, 4, and 7. Vessels must keep to the right of the traffic separation zone. One-way traffic is in effect in lanes No. 3, 5,

and 6; the direction of the movement is determined by TRC. Speed is restricted, as follows.

1. Vessels with a length of less than 50m—12 knots.
2. Length of 50 to 150m—10 knots.
3. Length more than 150m—8 knots.

Passing of vessels in traffic lanes is prohibited. Vessels traveling outside the traffic lanes when entering a lane must yield to the vessel already in the lane. The navigation rules apply to vessels in crossing lanes and on crossing courses outside the traffic lanes, unless TRC states otherwise. Vessels must keep constant radio watch while underway on a VHF radio channel indicated by TRC, and while at anchor on Channel 16. If a vessel's VHF fails the vessel must leave the traffic lane and anchor, taking measures to communicate with TRC. The following serve as signals:

1. In daytime—Flag R (Romeo).
2. At night—Light signal R (.-.).

**Radar Guidance Procedures.**—The radar guidance procedure is agreed upon between the TRC operator and the vessel's captain before guidance is begun. The vessel must follow orders from TRC and keep TRC informed of any action taken. The beginning and end of radar guidance is declared by TRC. Radar guidance of vessels without a pilot can be undertaken between Zaliv Nakhodka lighted buoy No. 1 and the pilot boarding ground. The captain is at all times responsible for the safety of his vessel and is not relieved of this responsibility by TRC.

**Pilotage.**—Pilotage is compulsory for all vessels and available 24 hours. Pilots board in the vicinity of 42°27'N., 132°56'E, at an anchorage, or a position specified by the TRC.

Pilots are also provided for the oil terminal in Bukhta Novitskogo. Pilots for Port Vostochnyy will board at an anchorage or at the entrance to Bukhta Vrangelya.

**Anchorage.**—Anchorage No. 3, 5, and 6 have been established for use by dry cargo vessels. Anchorage No. 4 and 10 have been established for use by tank vessels. Anchoring outside the indicated area is prohibited except in an emergency.

**Caution.**—Anchorage and fishing (trawling) are prohibited in several areas in the approach to Zaliv Nakhodka. Vessels should take care not to anchor in or proceed through these areas with anchors or any other gear in the water. Numerous fishing vessels are reported to work the areas off Zaliv Nakhodka and caution is necessary especially in reduced visibility.

**9.25 Vostochnyy** (42°44'N., 133°04'E.) is a major commercial port situated at the S end of Bukhta Vrangelya.

**Depths—Limitations.**—There are general cargo berths with depths of 10m alongside. Vessels with drafts of up to 9.7m can be accommodated.

There is a container and ro-ro handling complex, with a total of four berths, having depths of 11.5 to 14m alongside.

There are specialized wharves to handle timber, grain, sand, and cement. A container freight station connects to the Trans Siberian Railway.

The woodchip terminal berth can handle vessels of 30,000 to 40,000 dwt.

A deep-water liquid cargo terminal berth can handle vessels up to 50,000 dwt.





### Coast E of Zaliv Nakhodka

A coal terminal has a jetty 400m long and can accommodate vessels of 120,000 to 150,000 dwt, having drafts of up to 15m.

Vessels of 103,780 dwt and 249m in length can be accommodated at the port.

Construction is in progress in the port on a new potassium fertilizer facility (1995).

**Aspect.**—The port is entered along a range line of two beacons in line bearing 117°, passing close S of a 1.3m patch N of the port area.

**Regulations.**—Vessel's speed should not exceed 12 knots while proceeding through the main fairway and 6 knots when approaching the Bukhta Vrangelya

**Anchorage.**—Vessels are allowed to anchor in the port inner roads of the bay, after having obtained the harbormaster's permission only.

### Zaliv Nakhodka to Zaliv Strelak

**9.26** The coast from Mys Likhacheva trends NNW for about 7.5 miles to Mys Podosenova, the E entrance point of Zaliv Vostok. Mys Passeka, located a little over 2 miles NW of Mys Likhacheva, rises steeply from the sea and is topped by several jagged summits. The red patches marking its weathered cliffs are discernible from a distance and the numerous peaks within provide a good mark from the offing.

Zaliv Vostok, entered between Mys Podosenova and Mys Peshchurova, about 3 miles W, is a moderately deep bay with high steep shores that become low and marshy on both sides of its head. A precipitous point, 30m high, lies midway on the N shore with lowlands on either side and forms a good mark when entering from the SE. Open to the S, the bay breaks heavily on its W shore during the prevailing SE winds of summer and does not afford good anchorage except in the coves on the W shore.

**Bukhta Gaydamak** (42°52'N., 132°42'E.) ([World Port Index No. 60720](#)), in the SW part of Zaliv Vostok, affords anchorage in depths of 9 to 11m, mud and sand, about 0.5 mile from the head of the bay. There is a fishing settlement and a boat yard in Bukhta Gaydamachik, at the SW bight of Bukhta Gaydamak.

A vessel entering Bukhta Gaydamak should stay in mid-channel, and if bound for Bukhta Gaydamachik, should round the spit closely.

The coast from Mys Peshchurova trends W in a long sandy bight for about 4 miles to Mys De-Livrona.

**Caution.**—Mys De-Livrona, which is cliffy and precipitous, is reported to resemble Mys Peshchurova and caution is necessary, especially in periods of poor visibility.

A wreck, with a depth of 15m, is reported to lie in an approximate position 2.5 miles ESE of Mys De-Livrona.

Three mooring buoys are moored about 18 miles S of Mys De-Livrona.

**Mys Gembacheva** (42°50'N., 132°34'E.), the SW extremity of a cliffy and indented headland about 1.5 miles W of Mys De-Livrona, is bordered by ledge all around and is marked by numerous pillar rocks extending up to 0.2 mile offshore.

Ostrov Trambetskogo, an islet formed by a huge granite rock about 12m high, lies about 1.5 miles W of Mys Gembacheva and can be identified by its pillar appearance and nearly vertical sides. It is fringed by a narrow gravel beach in all directions and a rocky shoal, part of which dries, extends about 0.2 mile N.



Ostrov Trambetskogo from SW

### Zaliv Strelak

**9.27** Zaliv Strelak, open between Mys Gembacheva and Mys Maydela, about 10 miles W, is divided nearly in half by Ostrov Putyatina, a fairly large island.

The E side of the bay is entered between Ostrov Trambetskogo and the SE extremity of Ostrov Putyatina. The shore of the E part of the bay is also indented by several smaller bights and coves. There are several restricted areas within the bay and entrance by commercial vessels is reported to be prohibited. Five white buoys are moored across the entrance.

At the W side of Zaliv Strelak, Mys Filisova, a promontory 72m high, lies about 1.5 miles NE of Mys Maydela. A rocky ledge, with a least depth of 5.5m, extends ESE from Mys Filisova and merges into a reef with depths of 3.7m, which extends about 0.3 mile W from Mys Fel'kerzama, the W extremity of Ostrov Putyatina. A buoy marks the outer edge of the reef.

Mys Nizkiy is located about 1.5 miles N of Mys Filisova. A reef extends about 0.3 mile seaward from the point and is marked by a buoy.

Bukhta Razboynik, on the W side of Zaliv Strelak, is entered N of Mys Nizkiy. Bukhta Abrek, at the head of Zaliv Strelak, is entered between Mys Abrek, about 2.2 miles NE of Mys Nizkiy, and Mys Yunshi, about 1 mile E.

Ostrov Putyatina is hilly. Gora Startseva, 359m high, rises 1 mile S of the N extremity of the island and is the summit of the hilly range in the interior.

Mys Razvozova, the SE extremity of the island, is fringed with rocks. Banka Bonsdorfa, with a depth of 8.6m, lies about 0.7 mile ENE of the point.

Mys Schulepuikova, the SW extremity of the island, lies about 1 mile SW of Mys Razvozova. A small islet, 12m high, lies close SW of the point.

Pyat' Pal'tsev, meaning "five fingers reef", extends 0.8 mile SSE from the S end of the island and is marked by a lighted buoy. The islets forming it are dark and prominent.



Pyat' Pal'tsev from S

The W coast of the island is cliffy and in the middle of this coast there is a peninsula separating two bays. Mys Fel'kerzama, the W extremity of the island, is located at the N end of this peninsula. Bukhta Nazimova is the bay lying NE of this point. A brick works, a plywood factory, and a canning plant are reported to be situated on the shore of the bay.

**Anchorage.**—The NW part of Zaliv Strelak, being sheltered and having convenient depths, mostly mud, affords calm anchorage during the summer months for vessels of all sizes. During the autumn and winter, the prevailing N and NW winds blow from the mountains in gusts, occasionally so strong as to render the anchorages in this part of the bay very uncomfortable and, in some cases, insecure. The E part of Zaliv Strelak is rough throughout the summer.

During the summer months, Bukhta Nazimova, which is sheltered from S winds, affords excellent anchorage in depths of 15m, mud, about 0.8 mile NNE of Mys Fel'kerzama in depths of 11 to 13m, mud, in a position 12 miles NE of Mys Fel'kerzama. This anchorage is exposed to the winds described in the preceding paragraph. To the S of this anchorage the bottom, sticky mud, shelves regularly toward the shore.

Bukhta Razboynik affords anchorage to small local vessels which can anchor in depths of 6 to 8m, sand and shell, near the entrance of the inner part of the bay.

Anchorage in Bukhta Abrek may be obtained in depths of 9 to 24m as far N as the middle of the bay. The bottom is mostly mud, but is rocky toward the head of the bay. This anchorage is totally exposed to the S and is impracticable except during calms or during the autumnal N winds.

**Caution.**—Areas within which anchoring is prohibited lie within Zaliv Strelak and the approaches and may best be seen on the chart.

**Ostrov Askol'd** (42°45'N., 132°20'E.), a horseshoe-shaped island separated from the mainland by Proliv Askol'd, is hilly

and precipitous with three distinct peaks. The E and inner sides of the island are intersected by numerous ravines and gullies thickly covered with forest bush and grass, and contrast sharply with the bare summits of the main ridge.

Bukhta Nayechnik, located on the S side of Ostrov Askol'd, is entered between the high precipitous capes of Mys Yelagina to the SE and Mys Kosheleva, a high precipitous point 1.2 miles to the NW. A light is exhibited on Mys Yelagina and a radiobeacon is situated at the lighthouse. Scattered partly drying rocks, occasionally marked by breakers, extend up to 0.2 mile S of the latter point, but otherwise entrance is not difficult and good anchorage, in sand and mud, can be taken during N winds near the head of the bay. Caution is necessary as winds from the SW through SE cause a heavy swell in the anchorage, and also in winter force drift ice into the bay which may endanger a vessel within.

Mys Stupenchatyy is the N extremity of the island and consists of numerous rocks grouped to resemble a staircase.

Proliv Askol'd, leading between the N extremity of Ostrov Askol'd and the SW extremity of Ostrov Putyatina, is a deep strait divided in its center by Ostrova Unkovskogo, a barren rugged islet, 43m high, surrounded by rocks, on a steep-to shoal. Kamen' Baklaniy, the N rock, is separated from the main group by a narrow channel requiring local knowledge, but the main channel of the strait lies between Ostrova Unkovskogo and Ostrov Askol'd.



Ostrova Unkovskogo

**Caution.**—A submarine cable extends across Proliv Askol'd between Ostrov Askol'd and the mainland and may best be seen on the chart. Anchoring, fishing and underwater operations are prohibited within 0.3 mile of this cable.

Anchoring is prohibited due to the presence of cables in an area 0.5 mile wide extending from a position 0.5 mile S of Mys Maydela, S then SE for 11 miles through Proliv Askol'd, then E for 17 miles to join the prohibited area in the approaches to Zaliv Nakhodka.

## Zaliv Petra Velikogo

**9.28** Zaliv Petra Velikogo (Peter the Great Gulf) is entered between Ostrov Askol'd and **Mys Gamova** (42°34'N., 131°13'E.), about 50 miles WSW. This gulf includes the area extending 50 miles NNE from the entrance.

**Traffic Separation Scheme.**—A TSS consisting of several portions has been established in the approaches to Zaliv Petra Velikogo and Vladivostok as shown on the chart. A portion of this scheme links with the TSS in the approaches to Zaliv Nakhodka (See paragraph 9.22).

**Poluoostrov Murav'yev-Amurskiy** (43°10'N., 132°00'E.) and Arkhipelag Yevgenii, a chain of islands and islets extending 18 miles SW of the peninsula, divide the gulf into two parts.

The bay W of the peninsula is Amurskiy Zaliv and that E of it is Ussuriyskiy Zaliv. The harbor of Vladivostok is located at the SW end of the peninsula.

**Caution.**—A large portion of Zaliv Petra Velikogo is prohibited to navigation or anchorage and there are numerous exercise and regulated areas in the N parts of the gulf that are under the direct control of the naval authorities at Vladivostok.

During the fishing season, numerous fishing craft towing nets may be encountered in the approaches to the gulf.

## Ussuriyskiy Zaliv

**9.29 Mys Sysoyeva** (42°51'N., 132°19'E.), marked by a light and located about 1.2 miles W of Mys Maydela, the W entrance point of Zaliv Strelok, is the E entrance point of Ussuriyskiy Zaliv. It is a precipitous headland formed at the seaward end of a narrow elevated peninsula. When approached from the SW during periods of low fog, but with a clear sky, the summits of Ostrov Askol'd and Mys Sysoyeva will often stand out, with even the guano-covered rocks off Mys Pal'chatyy being seen at times. A light is shown from Mys Sysoyeva.

Gora Bol'shoy Iosif, rising to a height of 536m about 7 miles NNE of Mys Sysoyeva, is also a good mark when the air is clear.

The coast from Mys Sysoyeva trends NW across a bight for 1.8 miles to Mys Veselkina, a precipitous cape with a large granite rock known as Kekur Shitau, located about 0.1 mile off its shore. From the latter point the coast trends N with numerous fringing rocks and several indenting coves, Bukhta Bezymannaya being the largest with a N shore of gray cliffs.

Mys Kom-Pikho-Sakho, located about 4.5 miles NNW of Mys Sysoyeva, is the S extremity of a narrow peninsula projecting from the coast in a general SW direction and is devoid of vegetation. The point consists principally of sand and clay, the pink color of which contrasts sharply with the gray cliffs of the main coastline.

Kamen' Priglubyy, two groups of rocks located on a reef lying 0.2 to 0.8 mile off Mys Kom-Pikho-Sakho, are low and dangerous, being awash or nearly awash at LW. A lighted buoy is moored during the navigational season close W of this reef.

Mys Polosatik, about 8.5 miles N of Mys Sysoyeva, is a cliffy precipitous cape forming the S extremity of a tongue-shaped promontory extending from the coast in a general SW direction for about 0.5 mile. The point is rocky, steep, and composed of red granite cliffs. Bukhta Pol'yapol'skogo, within the point, affords excellent protection for small craft, and anchorage can be taken in a depth of 3 to 5m in the middle of the cove over a bottom of sand and mud.

**9.30 Mys Sedlovidnyy** (43°05'N., 132°18'E.), a bare precipitous saddle-shaped cape of gray color, is the N extremity of a narrow cliffy elbow-shaped promontory which extends about 1 mile W from the general trend of the coast. When seen from offshore and especially from the S, the entire promontory has the appearance of a detached island and forms an excellent mark from seaward.

A reef, terminating in a group of above-water rocks, extends about 0.8 mile NNE from Mys Sedlovidnyy and is marked,

during the navigational season, by a lighted buoy moored about 1 mile N of the point and 0.2 mile NNW of the above rocks.

Mys Palets, a promontory consisting of bare gray cliffs, lies with its N extremity about 2.7 miles NNE of Mys Sedlovidnyy. Kamen' Aleut, a rock which dries, lies about 0.7 mile SW of Mys Palets and is separated from the coast by a channel having depths of 6.9 to 7.4m.

.. **Bukhta Andreyeva**, a broad bay entered between Kamen' Aleut and the rocks off Mys Sedlovidnyy, provides good anchorage sheltered from S and E winds in depths of 7 to 12m, sand, about 0.7 mile E of the latter rocks. Caution is necessary on entering as the W part of the bay is shoal with depths of 6.4 to 7.3m and the shores are fringed by reef. Landing generally requires local knowledge, but there are wooden piers suitable for small craft near the fishery in the E part of the bay.

Mys Krasnyy, about 2.8 miles N of Mys Palets with several coves between, terminates in a bare precipitous cliff resembling the ram of an ancient ship. Because of several bands of strata, the cape is conspicuous and provides a good mark when approaching Bukhta Sukhodol.

Bukhta Sukhodol, entered between Mys Krasnyy and Mys Azar'yeva, about 2.5 miles N, is a fairly large bay somewhat shallower in its center than around the perimeter. Vessels entering can do so on Gora Sukhodol, a conspicuous 356m peak rising about 2 miles E of the head of the bay, but during fog caution is necessary to avoid confusing the entrance points with each other.

**Anchorage.**—The best anchorage in Bukhta Sukhodol can be obtained in depths of 9 to 11m, sand and mud, in the S part of the bay about 0.5 mile offshore. Good shelter from S winds and some shelter from N winds is afforded here. The bay is sheltered from SE winds by a mountain range on this side, and there is remarkably little fog as compared with the other bays of Ussuriyskiy Zaliv.

**9.31 Mys Telyakovskogo** (43°13'N., 132°19'E.), the N cape of the NE headland of Ussuriyskiy Zaliv, is located about 1 mile NW of Mys Azar'yeva and contains a small bay known as Bukhta Telyakovskogo.

Bukhta Muravinaya (Bukhta Maytun'), a broad bay entered between Mys Telyakovskogo and Mys Manchzhur, about 3 miles W, is generally elevated on its W side, but sloping otherwise with the exception of the cliffs N of the E entrance point. The head of the bay is formed by a low marshy plain subject to inundations during the spring freshets.

Gora Ostryak, a cone-shaped mountain rising to 363m about 1.3 miles NNW of Mys Manchzhur, is quite conspicuous and forms a good mark for vessels approaching Bukhta Muravinaya.

Mys Gellera, in the NW part of the bay, is also conspicuous as its cliffs stand out from the lowlands to the N.

**Anchorage.**—During N winds, anchorage can be taken in the W part of Bukhta Muravinaya, off Mys Tavayza, in depths of 7 to 9m, mud. Small craft can proceed to Shkotovo, in the NE part of the bay, where facilities are available in Reka Ilistaya.

**Caution.**—Anchorage within the bay during strong S winds is dangerous.





Ostrova Rimskogo-Korsakova from SW

The coast from Mys Manchzhur trends SW along the S side of Poloustrrov Murav'yev-Amurskiy and is generally precipitous except for the sandy beaches at the heads of the several bights.

**Mys Engel'ma** (43°12'N., 132°10'E.), the extremity of a narrow cliffy peninsula extending about 0.3 mile SE from the coastline, forms a good mark especially from the NE or SW. A reef projects about 90m from all sides of the point and numerous submerged rocks lie in the vicinity.

**Anchorage.**—Temporary anchorage during the autumnal N and NW winds can be taken by small vessels in depths of about 7.3m, sand, in the bight immediately N of Mys Engel'ma. The shore is generally rock, but it is somewhat protected from the S swell by the above point.

Bukhta Shamora, an open bight located about 2.5 miles SW of Mys Engel'ma, is entered between Mys Krutoy and Mys Zelenyy, the latter with a conspicuous pillar rock about 0.5 mile SW. The entire bight is fringed by shallow water and only small vessels with local knowledge should attempt it.

**Anchorage.**—Larger vessels can take anchorage during N winds outside the entrance in depths of 8.2m, sand, ESE of the W entrance point.

The coast from Mys Zelenyy trends SW for about 3 miles to Mys Trekh Kamney, a blunt projection with three pillar rocks extending 410m SE of it, and then 7 miles SSW to Mys Basargina, the NE entrance point of Vladivostok. The pilot boarding area lies close E of Mys Basargina and may be seen on the chart.

The S part of this coast is indented, cliffy, and in many places steep-to with numerous bordering rocks and reefs, but to the N of Mys Trekh Kamney the shore is lower, straight, and bordered by a shelving reef.

**Caution.**—A dangerous wreck is reported (1931) to lie about 4.3 miles ENE of Mys Basargina and lies on the W perimeter of the charted area prohibited to fishing and anchoring. This prohibited area intersects the charted area prohibited to anchoring, bottom fishing, submarine and dredging work, bottom trawling, submarine explosions, and sailing with slack anchor or chain.

## Off-lying Islands and Banks

**9.32** Banka Zulr, an isolated bank with a depth of 32m, lies in the entrance to the gulf about 19 miles WSW of Ostrov Askol'd.

**Ostrova Rimskogo-Korsakova** (42°41'N., 131°28'E.) is a group of six islands centered about 11 miles SW of the S end of Arkhipelag Yevgenii.

**Ostrov Bol'shoy Pelis** (42°39'N., 131°28'E.), the S island of the Ostrova Rimskogo-Korsakova group, lies 11 miles ENE of Mys Gamova. It is comparatively narrow and irregular, being about 2 miles in length with a low isthmus in its center and several pillar rocks off the S extremities. These pillar rocks are often visible when the island itself is obscured by fog. When seen from the S and E, it forms an excellent mark in clear weather and is easily identified since it is the highest island in the group. A light is exhibited on the N summit of Ostrov Bol'shoy Pelis.



Ostrov Bol'shoy Pelis from ESE

Ostrov Matveyeva, located about 1 mile W of Ostrov Bol'shoy Pelis, with a pillar rock between, is triangular in shape with its summit near the center. Several pillar rocks extend up to 1 mile NW of the island and are marked by a buoy. The W islands, Ostrov Durnovo, Gil'debrandta and De-Livrona, are small and cliffy with steep-to shores. Two white triangular beacons situated on Ostrov De-Livrona, when in line bearing 342°, lead over Banka De-Livrona and Banka Durnovo, two shallow banks marked by spar buoys and situated between the islands.

Kamen' Yelizarov, about 0.8 mile W of Ostrov De-Livrona, are two flat-topped rocks nearly awash and usually marked by breakers. Being steep-to and surrounded by deep water, they should be considered dangerous and are marked by a lighted buoy on the W side.

Ostrov Stenina, the N island of the Ostrova Rimskogo-Korsakova group, is covered with forest and generally hilly rising to a height of 162m near its center. The shores of the island consist of red cliffs and are precipitous except at the NW extremity which is marshy. On the latter point, three white triangular beacons have been positioned to give the approximate alignment of Banka Ivanova and Banka Boysmana, two shallow banks, marked by spar buoys, SW and S of the island.

## Arkhipelag Yevgenii

**9.33** Arkhipelag Yevgenii consists of a chain of about 22 islands and islets. This archipelago forms the SE side of the outer part of Amurskiy Zaliv.

**Ostrov Zheltukhina** (42°50'N., 131°34'E.), the S island of the Yevgenii Archipelago, has bare cliffs of red color and can be identified by its twin-peaked summit which is easily distinguishable from the other islets nearby.

Ostrov Tsvol'ka, round and precipitous, lies about 1.5 miles WNW of Ostrov Zheltukhina, and is high, precipitous, and prominent from its covering of green vegetation.

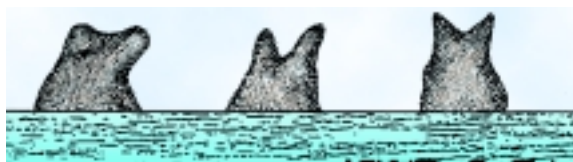
Ostrov Karamzina, an oblong and cliffy islet, lies about 3 miles ENE of Ostrov Zheltukhina and has the shape of a sugarloaf. A pillar rock lies off the S extremity of the island and a lighted buoy is moored during the navigational season close S of the rock.

Ostrov Moiseyeva, covered with bushes, lies about 0.8 mile NE of Ostrov Zheltukhina. Ostrov Sergeyeva and Ostrov Krotova, also covered with brushes, lie on a reef extending 1.3 miles NNW from Ostrov Moiseyeva.

Ostrov Rikorda lies with its S end 1.5 miles NNE of Ostrov Moiseyeva and is nearly divided into two parts by a narrow isthmus. The N part attains an elevation of 193m. Foul ground extends 0.3 mile S from the S end of the island.

Ostrova Pakhtusova is a group of three islands and several above and below-water rocks, lying 0.8 mile NW of the NW part of Ostrov Rikorda.

**Ostrova Verkhovskogo** (42°43'N., 131°49'E.), the SE extremity of Arkhipelag Yevgenii, comprises two groups of bare jagged rocks of red granite which lie on a steep-to shoal having depths of less than 1.8m. The lighted tower is erected above a precipice on the S side of the E and largest rock, and is a good mark in the S approach to Vladivostok.



**Ostrova Verkhovskogo**

Ostrov Russkiy, the main island of Arkhipelag Yevgenii, is about 8 miles in diameter and is generally hilly with its summit, Gora Russkiy, rising to 293m in the N part. The S part of the island, which rises to two equally high peaks of 280m, is generally precipitous along the S and E shores with numerous indentations and projections.

**Caution.**—Ostrov Russkiy is reported to be under the control of the Russian Navy and forms a good part of the naval base at Vladivostok. Numerous prohibited anchorage and navigation areas exist in the vicinity of the island and vessels are advised not to approach the area without permission.

Ostrov Shkota, a triangular island connected to the S end of Ostrov Russkiy by a causeway, is precipitous and bordered by rocks and reef. Bukhta Novyy Dzhigit, located between the above island and Mys Tobizina, about 1 mile E, is blocked on its W side by Kamni Sivuch'i, a group of above and below-water rocks, but can be entered on the E side in depths of about 27m. Vessels with local knowledge can proceed into the coves where there are depths of 9 to 11m in the middle.

Ostrov Lavrova and Ostrov Yengel'ma lie on a shallow bank and are connected to the SW coast of Ostrov Russkiy by a causeway located about 1.5 miles NW of the Ostrov Shkota.

Proliv Starka, with a least depth of 4m, separates Mys Rogozina, the W extremity of Ostrov Russkiy, from the NE end of Ostrov Popova. Marked by a lighted buoy on its S side and a barrel buoy on its N side, this strait is frequently used by small craft rounding the island.

Bukhta Novik, a long inlet entered between Mys Larionova and Mys Staritskogo, at the NW extremity of Ostrov Russkiy, consists of a fairly wide and deep outer part and a long narrow inner section. The entrance, with rocky spits on each side, is marked by several spar buoys. Ostrov Ushi, a barren islet off the W entrance point, is conspicuous.

**Anchorage.**—Anchorage can be taken nearly anywhere in the outer part of Bukhta Novik, but the inner part is suitable only for small craft and special moorings. The entire bay is under the control of the naval facility at Vladivostok and is closed to non-military vessels.

Ostrov Popova, close SW of Ostrov Russkiy, is hilly, covered with grass, and thickly wooded in places. Gora Popova, on the NW side of the island, attains an elevation of 179m. Mys Likandera, the S extremity of the island, is a lofty narrow peninsula.

Ostrov Kozlova lies 2 miles WNW of Mys Likandera. Ostrov Dva Brata, an islet with three summits, lies about 1 mile NW of Ostrov Kozlova and a shoal, with a depth of 8.2m, lies midway between.

Ostrov Naumova, Ostrov Malyy, 43m high, and Ostrov Klykova, 60m high, lie on a shoal which extends 1.5 miles SE from the SE side of Ostrov Popova. A lighted buoy is moored at the seaward end of the shoal.

Ostrov Reyneke lies close S of Mys Likandera and has a summit which attains an elevation of 162m. A rock, with a depth of 2.5m, lies close off the S coast of the island, and an islet lies close off the NE point of the island.

## **Vladivostok (43°07'N., 131°54'E.)**

[World Port Index No. 60610](#)

**9.34** Proliv Bosfor Vostochnyy, leading between the S extremity of Poluoostrov Murav'yev-Amurskiy and the NE side of Ostrov Russkiy, forms the two entrances to Vladivostok Harbor, with the main approach from the E between Mys Karazina and Mys Basargina. The primary facilities are situated in Bukhta Zolotoy Rog, a horn-shaped bay located in the NE part of the harbor, and are protected by the surrounding hills from nearly all winds.

There are a number of piers and a levee in Bukhta Uliss entered between **Mys Artura** (43°04'N., 131°55'E.) and Mys Ostryy, 0.8 mile NW.

Vladivostok serves as the most predominant naval base in the Far East. Most commercial activity and nearly all foreign traffic is routed to Nakhodka, about 50 miles SE, which is easier to keep open in winter and provides greater anchorage for merchant vessels.

The city is the largest in SE Siberia; it is a major military base and the terminus of the Trans-Siberian Railway.



**Winds—Weather.**—Winds from the N prevail from the beginning of September to the end of March, and SE winds prevail for the balance of the year. The mean annual velocity, as well as the mean monthly velocities, of the wind is, on the average, about 4 miles per hour. Winds with a velocity of 32 miles per hour or greater predominate about 1 day a month.

The mean annual temperature for Vladivostok is 4.4°C. The coldest month is January with a mean daily temperature of -13.9°C. The warmest month is August with a mean daily temperature of 20.6°C. A minimum temperature of -30.0°C was recorded in the month of January.

**Tides—Currents.**—The tidal rise at springs and neaps are about 0.5m. Although the tidal current in Bukhta Zolotoy Rog are weak and irregular, those in Proliv Bosfor Vostochnyy sometimes attain a rate of 2 knots. On the flood tide, the currents set into both entrances of the strait, meeting near **Mys Goldobina** (43°05'N., 131°53'E.). On the ebb tide, the currents separate near the same point and flow out through both entrances.

Heavy seas are frequent from April to August (9 days or more per month, on the average), and reaches its highest frequency in July (18 days per month, on the average). The fog is often thickest in the E part of Proliv Bosfor Vostochnyy, while being clear in Bukhta Zolotoy Rog, but should the wind commence to set in from seaward, the length of the strait quickly fills with fog and then proceeds to cover the entire harbor.

**Ice.**—Proliv Bosfor Vostochnyy begins to freeze in January, first in its NW part. The ice, advancing gradually, ordinarily reaches Ostrov Skrypleva by the middle of this month. The breaking of the ice occurs in the reverse order, clearing the E half of the strait by the middle of March and the entire strait, as a rule, by the end of this month. Near the E entrance the ice, being exposed to the action of the swell, is more or less confined to the shores and navigation is, as a rule, maintained throughout the winter with the aid of ice breakers.

The ice in Bukhta Zolotoy Rog sometimes attains a thickness of 0.8m at its head.

**Depths—Limitations.**—The approaches to Vladivostok are deep, but in many cases obstructed by submarine nets or other equipment. Vessels having a draft of 19m can transit the inner roads. The main berths, NW and NE of Mys Egershel'da, can accommodate vessels with drafts to about 11.5m.

There are eight cargo terminals comprising twelve berths with a total length of 2,563m. General cargo vessels can be accommodated up to 18,000 dwt and bulk carriers at the grain berth can be accommodated up to 30-35,000 dwt. There is also a container terminal capable of handling 4,500 teu.

**Aspect.**—Ostrov Skrypleva lies on the S side of the E entrance, about 1.7 miles S of Mys Basargina. The island is 49m high and covered with grass. A reef extends about 325m N from the island and is marked by a buoy.

Lights, buoys, and beacons lead into Proliv Bosfor Vostochnyy and Bukhta Zolotoy Rog. It has been reported that a radio tower in position 43°06'08"N, 131°53'54"E, and a beige high-rise building, in position 43°05'56"N, 131°54'07"E, make good visual navigation aids.

Within the harbor there are numerous beacons and buoys. Several mooring buoys are situated near the W end of Proliv Bosfor Vostochnyy.

**Pilotage.**—Pilotage is compulsory. Pilots must be requested 3 days in advance, stating draft fore and aft and number and nationality of crew.

Pilots normally board in the charted boarding area situated E of Mys Basargina. In the advent of bad weather vessels may be instructed to proceed into Proliv Bosfor Vostochnyy, where the pilot can board in calm water.

**Regulations.**—Vladivostok is approached through the traffic separation scheme that has been established in Zaliv Petra Velikogo. The scheme maybe seen on the chart. The approach position for the port from the SW is 41°39'N, 131°36'E. From this position vessels proceed NE within the separation scheme, until reaching Ussuriyskiy Zaliv at the E end of Proliv Bosfor Vostochnyy. The strait leads between the N end of Poluostrov Sapernyy (43°03'N., 131°54'E.) and the S end of Poluostrov Murav'yev Amerskiy to the harbor entrance. Fairways have been established at each end of Proliv Bosfor Vostochnyy and in the S part Bukhta Zolotoy Rog.

Foreign vessels are required to send their ETA 12 days, 96 hours, and 12 hours in advance. Additionally, they must report crossing 41°N when approaching from the S, 131°E when approaching from the W, and 134°E when approaching from the E. The report is to include the vessel's name, master's name, owner's name and nationality.

It is reported that passage through the W entrance into Proliv Bosfor Vostochnyy is prohibited and passage SE of Ostrov Skrypleva is prohibited.

The Vladivostock scheme has not been adopted by IMO, but mariners are advised that they should comply with Rule 10 of the International Regulations for Preventing Collision at Sea (1972).

**Anchorage.**—Anchoring and fishing are prohibited in the approaches to Proliv Bosfor Vostochnyy and in numerous areas within the strait. Anchorage may be taken under the direction of the harbormaster in the W part of Proliv Bosfor Vostochnyy in the vicinity of Bukhta Diomid or on the moorings W to WNW of Mys Pospelova. General depths within the anchorage areas are 16 to 27m, mud. During the summer, strong SE winds sometimes bring a heavy swell into the strait.

**Caution.**—The buoys and beacons in the approaches to Vladivostok are liable to drift or be altered and therefore cannot implicitly be relied upon. They are removed in the winter.

A power line, with a vertical clearance of 44m, crosses the W entrance into Proliv Bosfor Vostochnyy.

## Amurskiy Zaliv

**9.35 Mys Tokarevskogo** (43°05'N., 131°51'E.), the NW entrance point of Proliv Bosfor Vostochnyy, also forms the E entrance point of the N half of Amurskiy Zaliv. Although the main part of the bay lies W and N of Ostrov Russkiy, it is generally entered to the S between Ostrova Rimskogo-Korsakova and Ostrov Tsvol'ka, the SW extremity of Arkhipelag Yevgenii. Its N extremities are lower than the E and W shores, with the delta region of Reka Suyfun in the NW part causing considerable amounts of shoaling all across the N end. During winter, nearly all of the bay is icebound, some parts with ice hummocks up to 9m high, and navigation is restricted to its S limits.

Bukhta Kirpchnogo Zavoda, an open indentation about 5.5 miles NNE of Mys Tokarevskogo, is entered between Mys Filisova (Mys Firsova) to the N and Mys Lagernyy to the S.

**Depths—Limitations.**—There is an oil pier, with a depth of 8.8m at its head which is suitable for tankers, situated in the NE part of the bay. A lighted buoy marks the W edge of a 4.9m shoal about 0.5 mile NW.

**Anchorage.**—Well protected from SE winds, the bay affords good anchorage in 7 to 9m, mud and sand, between the months of April and August.

**Mys Krasnyy** (43°12'N., 131°55'E.), a high cape with cliffs of red color, generally marks the limit of deep-water navigation in the upper region of Amurskiy Zaliv. Numerous shoals, with depths of less than 7.3m, lie W and NW of the point and Ostrov Skrebtsova, a small islet, lies on a reef about 1 mile NNW. A boat channel, marked by a lighted buoy on the E end of the above reef and beacons to the NE, leads from the vicinity of Mys Krasnyy to Zaliv Uglovoy at the NE extremity of the gulf.

**9.36 Poluostrov Erdmana** (43°15'N., 131°59'E.), a raised peninsula which separates Zaliv Uglovoy from the main portion of the head of Amurskiy Zaliv, is marked at its S extremity, Mys Tikhiy, by some low red cliffs. To the NW of the peninsula the head of the gulf, which is generally low and somewhat marshy, rounds to the W for about 6 miles before again rising to the higher shores on the E side of the entrance to Reka Suyfun.

**Mys Rechnoy** (43°18'N., 131°50'E.), a precipitous point rising to a height of 75m a short distance within, forms the E entrance point of Reka Suyfun and is a good mark from the S. Ostrov Rechnoy, a barren precipitous islet, 21m high, lies about 1 mile SSE of the point and is connected to it by a shallow spit. The principal channel of Reka Suyfun, with a depth 0.9m, is marked by buoys and beacons and leads from SW of Ostrov Rechnoy to Razdol'noye about 17 miles upstream. It is frozen solid from November to April.

**Poluostrov Peschanyy** (43°10'N., 131°47'E.), a triangular peninsula connected to the mainland by a narrow strip of land, terminates with its E extremity, Mys Peschanyy, about 3 miles off the W shore of Amurskiy Zaliv. The greater portion of the N part of the peninsula is wooded and trees grow on its summit. The summit of the peninsula, about 1 mile NW of Mys Peschanyy, rises to a height of 179m in the form of a sharp-peaked hill that is conspicuous in clear weather for up to 25 miles.

Mys Nizmennyy, a low point of land not easily discernible against the high shore NW, is located about 2.5 miles NW of Mys Ogranovicha, the S extremity of Poluostrov Peschanyy, and forms between it and the peninsula the entrance to Bukhta Melkovodnaya, a fairly large inlet which nearly dries at LW.

Gora Stolovaya, an elongated table hill, rises near the shore about 2 miles SSW of Mys Nizmenyy and with its steep S slope forms a good mark from the SE.

**9.37 Polustrov Lomonosova** (43°00'N., 131°35'E.), a somewhat triangular peninsula which is precipitous on most of its W side, lies with its SE extremity, Mys Lomonosova, about 1.5 miles off the general trend of the coast in this area.

Bukhta Sedimi, entered between Mys Turek, the SW extremity of Polustrov Lomonosova, and Mys Kupriyanova, about 3 miles to the S, is almost completely open to the SE and provides a clear approach from seaward. The shores of the bay are low and sandy with Reka Sedimi entering in the NW corner, but the coastal range beyond rises quickly to heights of 610m or more and provides good shelter from N winds.

**Anchorage.**—Anchorage can be taken in depths of 5.5 to 11m, mud, within the entrance of the bay. A small pier, with about 3m at its head, is situated 1.5 miles WNW of Mys Turek.

**Caution.**—A dangerous wreck is charted close S of the pier. Ostrov Krolichiy, lying on the coastal reef about 0.2 mile offshore, is covered with bushes.

**Poluostrov Yankovskogo** (42°57'N., 131°31'E.), the E extremity of which is Mys Kupriyanova, is a broad, hilly and wooded peninsula bordered on the N by a shallow lagoon and connected to the mainland by a strip of low marshy land. The S shore is generally precipitous with several islands close off, the largest being Ostrov Gerasimova, steep and cliffy, and separated from the mainland by a narrow channel with numerous rocks in it.

**Caution.**—An underwater obstruction lies about 2.8 miles SE of Mys Kupriyanova.

**Mys Bryusa** (42°53'N., 131°28'E.), the NE extremity of a narrow hilly peninsula known as Poluostrov Bryusa, is a precipitous point faced in many places with sheer cliffs and columnar formations. The point is marked by a light; a racon is located at the light. A reef, which breaks in SE gales, extends about 0.5 mile NE of the point and numerous rocks, above and below-water, lie scattered along the S shore.

**9.38 Zaliv Slavyanskiy** (42°54'N., 131°27'E.), a protected bay located on the W shore of Amurskiy Zaliv, is entered between Mys Bryusa and the S end of Ostrov Gerasimova, about 1.5 miles to the N. The entrance channel, with depths of at least 19m, is further restricted to 0.5 mile in width by the shoals which lie off the entrance points and caution is required.

The inner part of Zaliv Slavyanskiy, known as Bukhta Severnaya, is formed by Mys Mal'tseva, a high precipitous point about 3 miles WNW of Mys Bryusa, and a spit-like point about 1.5 miles NE. The shores of the inner bay are lower and more sandy than the outer bay, but the land rises rapidly to Gora Yankovskogo, a conspicuous 452m peak located about 2.7 miles to the NW.

**Pilotage.**—Pilotage is compulsory and is available during working days from 0800-2400 and by special request on other days. Pilotage for large tonnage vessels and vessels with a draft of over 7m is available only during daylight hours in good weather. Pilots are requested from the port dispatcher 2 hours before arrival on VHF channel 30. The pilot boards in an area with a radius of 5 miles centered in position 42°52'35"N, 131°29'18"E. The ship must request premission from the dispatcher to enter, berth, and reberth.

**Anchorage.**—Anchorage, which is the best on the W side of Zaliv Amurskiy, may be obtained in Guba Tulamu, a small cove at the SW extremity of the outer bay, in depths of 7 to 16m, mud, where it is sheltered from S and W winds. With E and SE winds, a heavy sea enters Zaliv Slavyanskiy and it is

advisable to anchor in the SW part of the bay. Caution is necessary, to avoid the prohibited anchorage area in the entrance.

There is a pier at Slavyanka, near the head of Guba Tulumu, with a reported depth of 6.1m.

**Ostrov Sibiryakova** (42°48'N., 131°26'E.), the S island of a group extending up to 5.5 miles S of Poluostrov Bryusa, consists of itself and Ostrov Antipenko along with numerous islets and rocks, all separated from the mainland by a marked channel with a depth of about 10m. Kekur Kolonna, a white pillar rock, lies on a reef W of the two main islands and forms the S end of a chain of rocks extending about 0.5 mile to the N, where a spar buoy serves to mark the S side of the channel between Ostrov Antipenko and Poluostrov Bryusa.

Bukhta Mandzhur, entered between the S extremity of Ostrov Sibiryakova and Kamni Baklan, close E of the E extremity of Poluostrov Klerka, about 2.7 miles WSW, is an open bay with generally sandy shores, except at its N end where cliffy precipices rise at Mys Chirok. Being exposed to S and SE winds, the bay offers no good anchorage during summer, except for small craft, and only fair anchorage in winter when vessels can anchor off the N shore.

**9.39 Poluostrov Klerka** (42°46'N., 131°22'E.), a narrow hilly peninsula devoid of trees, but marked by patches of cultivated land, is connected to the mainland by a low marshy isthmus and terminates at its seaward end in two separate points.

Mys Klerka, the S point, is high, bare, and precipitous. It is marked by caves showing as dark patches against the yellow coast. A light is shown from Mys Klerka. Extensive shoaling, known as Mel' Griden', extends SE of the peninsula, and with depths of less than 3m and a least depth of 0.6m, is marked near its outer extremity by a lighted buoy. Nearly any swell from the SE will break on this ledge and, due to its being steep-to on all sides, caution is required in thick weather.

Ostrov Klerka, a small precipitous island thickly covered with shrubs, lies about 0.8 mile WSW of Mys Klerka and is connected to the peninsula to the N by a rocky ledge. Bukhta Klerka, a cove, lies between the above spit and the peninsula to the E and can be entered by small craft with local knowledge.

**Bukhta Boysmana**, a completely open bay entered between Ostrov Klerka and Mys Krasnyy Utes, a fairly conspicuous cliff about 4 miles W, has generally sandy shores across its head, but rises to a steep coastline in its W part. A bank, on which there are some below-water rocks, extends 0.5 mile E from Mys Krasnyy Utes.

**Anchorage.**—Good anchorage during the autumnal NE winds can be taken in the E half of the bay, off the W side of Ostrov Klerka, in depths of 9 to 10m, sand and mud, but caution is necessary to avoid the ledge extending N of the island.

The coast from Mys Krasnyy Utes trends S for approximately 3 miles to Mys L'va and is generally elevated except for a few river valleys at the N and S ends. The latter cape rises somewhat more precipitously and is marked by a nearby rock which, when seen from seaward, resembles a sitting lion.

Gora Grebenchataya, about 3 miles WSW of Mys Krasnyy Utes, rises to an elevation of 395m and with its jagged summit is one of the most striking features along this part of the coast.

Mys Sosnovyy, about 1.2 miles SSW of Mys L'va, is a fairly precipitous cape made conspicuous by Kekury Baklan'i, a group of conspicuous granite rocks about 31m high, which extend 0.3 mile E from a point about 0.4 mile NE of Mys Sosnovyy.

The coast from Mys Sosnovyy trends generally to the S for about 7 miles to Mys Gamova, the W entrance point of Zaliv Petra Velikogo, and becomes heavily indented with numerous coves having for the most part high precipitous shores fringed with narrow sandy beaches. Several islets and dangers lie off this section of coast and caution is required.

Banka Bonsdorfa, comprising several detached shoals with a least depth of 0.9m, lies about 2 miles S of Mys Sosnovyy and up to 0.8 mile offshore. Because this danger is steep-to and probably only breaks in a SE swell, great caution is required when navigating in the vicinity.

Ostrova Astaf'yeva is comprised of two groups of pointed red granite islets which lie about 0.5 mile and 0.8 mile NE, respectively, of Mys Astaf'yeva. Reefs, marked by breakers, extend NE from the NE islet and WNW from the SW islet. Because these islets and reefs are steep-to, they must be considered dangerous during fog.

Ostrov Makisimova, a round-topped islet with a grassy summit, lies about 0.5 mile NE of Mys Telyakovskogo and 2.5 miles NNE of Mys Gamova. A reef extends about 0.3 mile NE from the islet and terminates in a pinnacle rock with a least depth of 1.5m. The W side of the islet is steep-to.

**Mys Gamova** (42°33'N., 131°14'E.), a precipitous flat-topped projection, forms the SE extremity of Poluostrov Gamova. A main light is shown from a tower with a dwelling on the point and a radiobeacon transmits from the lighthouse.

The peninsula backing the point is high and rugged, being marked by Gora Tumannaya, a conspicuous sharp-peaked mountain, topped by a beacon and rising to a height of 562m, about 2 miles NW of Mys Gamova. A pillar rock, conspicuous from the E and NE, is located on the E side of the cape and in foggy weather can be seen, as a rule, before the rest of the shore.

## Zaliv Pos'yeta

**9.40 Zaliv Pos'yeta** (Posiette Bay) is entered between Mys Gamova and Mys Suslova, about 16 miles W.

**Winds—Weather.**—The prevailing wind in the gulf is from the SE in summer and mostly from the NW in autumn and winter. In spring, the winds are variable, but are frequently fresh from the N and W; these winds are more violent in Zaliv Pos'yeta than in any part of Zaliv Petra Velikogo.

Fog is more frequent in spring and summer, being most restrictive during June and July. Frequently the whole gulf will be suddenly enveloped in fog. A cloud with ragged edges appearing on Gora Tumannaya NW of Mys Gamova is said to be a sign of an approaching SE wind and accompanying fog. As the cloud accumulates and descends, the fog rapidly envelops Zaliv Pos'yeta.

**Ice.**—The outer part of Zaliv Pos'yeta is open all winter and Reyd Pallada usually so, but in exceptional circumstances the latter has a thin coating of ice which breaks up with the E wind. The inner bays begin to freeze about the beginning of December. The ice is thawed toward the end of March.

The earliest recorded appearance of drift-ice off Mys Gamova is January 19, and the latest February 18. The earliest final disappearance is March 3, and the latest March 29. The average number of days with ice off the point is 72.

**Caution.**—The buoys and beacons in Zaliv Pos'yeta are not always in position and are removed during winter.

The coast of Zaliv Pos'yeta trends NNW from Mys Gamova, maintaining a rocky precipitous character to Bukhta Troitsy, about 6 miles within. Numerous coves and a small bay known as Bukhta Vityaz' indent this section of the coast, but do not provide good shelter and generally offer only poor holding ground.

Bukhta Troitsy, entered between Mys Stenina on the E and Mys Slychkovo, about 0.9 mile to the W, forms a natural harbor sheltered from all winds except from the S. Port Khasanskiy lies within the W basin of Bukhta Troitsy.

Mys Slychkovo, backed by a conspicuous pillar-shaped peninsula known as Poluostrov Zarubina, is connected to the mainland by a low isthmus and forms a basin on the W side of the bay that can be used by small craft from the anchorage.

Ostrovok Brauzera, an oblong islet of shingle and gravel, lies on a reef connected to the NE shore of the peninsula and effectively blocks the S part of the basin.

**Pilotage.**—A pilot boarding area has been established in the vicinity of 42°37'N, 131°03'E.

**Anchorage.**—Good anchorage can be taken near the middle of Bukhta Troitsy during all but S winds in 11 to 13m, sand, about 1.7 miles NNE of Mys Slychkovo.

Anchorage is also available in Gavan' Silach, the W basin, in a depth of 10m, sand, about 0.2 mile NNW of the NE end of Ostrovok Brauzera, or in a depth of 9m, mud, 0.3 mile W of the same point.

**Caution.**—A Recommended Route (No. 25) has been established for Port Khasanskiy. The SW end of Ostrovok Brauzera and the isthmus SW of it are steep-to.

**9.41 Poluostrov Krabbe** (42°38'N., 130°52'E.), the S extremity of which is Mys Degera, is located at the head of Zaliv Pos'yeta and because of its rugged nature is conspicuous from the offing. A hill located about 0.4 mile N of Mys Degera rises to a height of 161m and provides a good mark for aiding in the identification of the point.

Reyd Pallada, a spacious roadstead open to the SE, is entered between Mys Degera and Mys Shelyagina, a conspicuous and elevated cape about 4 miles SW. The NE shore of the roadstead is steep-to and hilly, but the W side is low and marshy with depths of less than 9m up to 1 mile offshore.

Kosa Churkhado, a narrow sandy spit covered with grass, extends about 2.2 miles NNE from the mainland, on the NW side of Reyd Pallada, and rises at its NE extremity, Mys Nazimova, to a conspicuous gray cliff 27m high.

Banka Klykova, a detached steep-to rocky shoal with a least depth of 1.8m, lies in the entrance to Reyd Pallada, about 1.5

miles S of Mys Degera. Two beacons about 0.3 mile W of Mys Degera, when in line bearing 003°, indicate the central part of this bank.

A lighted buoy is moored during the navigational season on the S side of Banka Klykova, but it should not be depended on.

Gora Tigrovaya, a cone-shaped mountain, rises to a height of 830m about 14 miles NW of the N extremity of Poluostrov Krabbe, and forms an excellent mark during clear weather in the approach to Zaliv Pos'yeta.

The summit of Gora Tigrovaya, in line bearing about 318° with the E extremity of the cliffs of Mys Nazimova, leads into Zaliv Pos'yeta, clear of Banka Klykova.

The strait leading from Reyd Pallada to the inner bays of Zaliv Pos'yeta is formed between Mys Nazimova and Mys Astaf'yeva, the W extremity of Poluostrov Krabbe, about 0.5 mile to the E. Ostrov Cherkavskogo, a bare islet about 15m high, divides the strait into two channels. The W channel, about 135m wide, with depths of 11 to 14m, is recommended. Caution is necessary, however, to avoid a reef, with a least depth of 1.5m, that extends to Mys Nazimova by passing close off the steep-to W side of Ostrov Cherkavskogo. Tidal currents in the narrows attain a rate of up to 2 knots.

Bukhta Ekspeditsii and Bukhta Novgorodskaya, the W and E bays of the inner part of Zaliv Pos'yeta, are formed by an indented peninsula, known as Poluostrov Novgorodskiy, which extends about 3 miles WSW of the mainland N of Poluostrov Krabbe. Both bays are heavily encumbered with shoals having depths of 4m and less, and they are generally only suitable for small craft. Pos'yet, however, at the SW end of Poluostrov Novgorodskiy, can be reached in the channel N of Ostrov Cherkavskogo in depths of 8 to 18m.

**9.42 Pos'yet** (42°39'N., 130°48'E.) ([World Port Index No. 60540](#)), situated at the head of the bight on the E side of Mys Ryazanova, the SE extremity of Novgorodskiy, is available for coasters and can be reached directly from Reyd Pallada.

There is a wooden pier at the port with a depth of about 6.7m along its E side.

**Anchorage.**—The best anchorage for vessels using the port is in depths of 11 to 14m, mud, in Reyd Pallada, SE of Mys Astaf'yeva. Coasters can proceed through the strait and take anchorage E of Mys Ryazanova in 8 to 9m, mud.

**Mys Suslova** (42°31'N., 130°52'E.), the W entrance point of Zaliv Pos'yeta, is the S extremity of a peninsula, 261m high, which is connected to the mainland by a low, marshy isthmus. The N shore is a sandy beach which fringes the S side of the isthmus.

## Zaliv Pos'yeta to Tumen River

**9.43 Ostrov Furugel'ma** (42°28'N., 130°55'E.), a hilly and conspicuous island with precipitous reddish-gray shores, lies about 4 miles SE of Mys Suslova. A beacon, 3.3m high, and consisting of a white quadrilateral iron framework pyramid, is situated on a hill about 0.3 mile S of the NE end of the island.

A rock, which dries 0.3m, lies about 0.3 mile SW of the SW extremity of the island.

Two pinnacle rocks, with a least depth of 6.4m, and a group of rocks 2m high, lie about 0.4 mile W and 1.2 miles WNW, respectively, of the NW extremity of the island.

Kekur Gel'mersena, a steep-to pillar rock about 9.1m in height, lies 0.5 mile NNE of the NE extremity of Ostrov Furugel'ma, and when seen through fog has the appearance of a becalmed junk under sail. Several other rocks, some submerged or awash, lie up to 1 mile N and E of the same point and caution is required.

It has been reported that there is an almost constant S current in the vicinity of Ostrov Furugel'ma. Eddies exist almost constantly in an area extending up to 3 miles S and SE of the island.

**Mys Butakova** (42°28'N., 130°50'E.), a rounded cliffy cape backed by Gora Butakova, a somewhat conical hill about 308m high, lies 3.5 miles SW of Mys Suslova and is the E entrance point of Bukhta Sivuch'ya. It is fringed by numerous rocks and a reef.

Ostrov Very, an islet with a grassy summit, lies in the entrance to Bukhta Sivuch'ya in a position about 0.7 mile WSW of Mys Butakova and 0.3 mile offshore. Kamni Butakova, a group of rocks having the appearance of an islet when seen from the S and E, lies about 0.4 mile SSW of Ostrov Very and is surrounded by steep-to reefs.

Vessels can enter Bukhta Sivuch'ya by passing between Kamni Butakova and Fal'shivvy Ostrovok, a rounded cliff at the end of a spit, about 1 mile W. The entrance is narrowed to about 0.5 mile by the reefs in the vicinity and the anchorage is only comfortable in calm weather. There are depths of 18 to 24m in the fairway, shoaling to about 12m, 0.3 mile from the head of the bay. The head of the bay is formed by marshy land with numerous small lagoons backed by Ozero Tal'mi, an inland lake.

The coast trends S from Fal'shivvy Ostrovok for about 11 miles to the mouth of the Tumen River and consists of low marshy land with several lagoons immediately within.

Gora Golubinyy Utes, a sharp-peaked detached hill covered with grass and shrub, rises to a height of 182m about 3 miles SSW of Fal'shivvy Ostrovok and, being surrounded by low land, is conspicuous.

**Tumen River** (42°18'N., 130°41'E.,) in its lower reaches, forms the border between Russia and North Korea.

Tumen River and the coast of Korea to the S are described in Pub. 157, Sailing Directions (Enroute) Coasts of Korea and China.